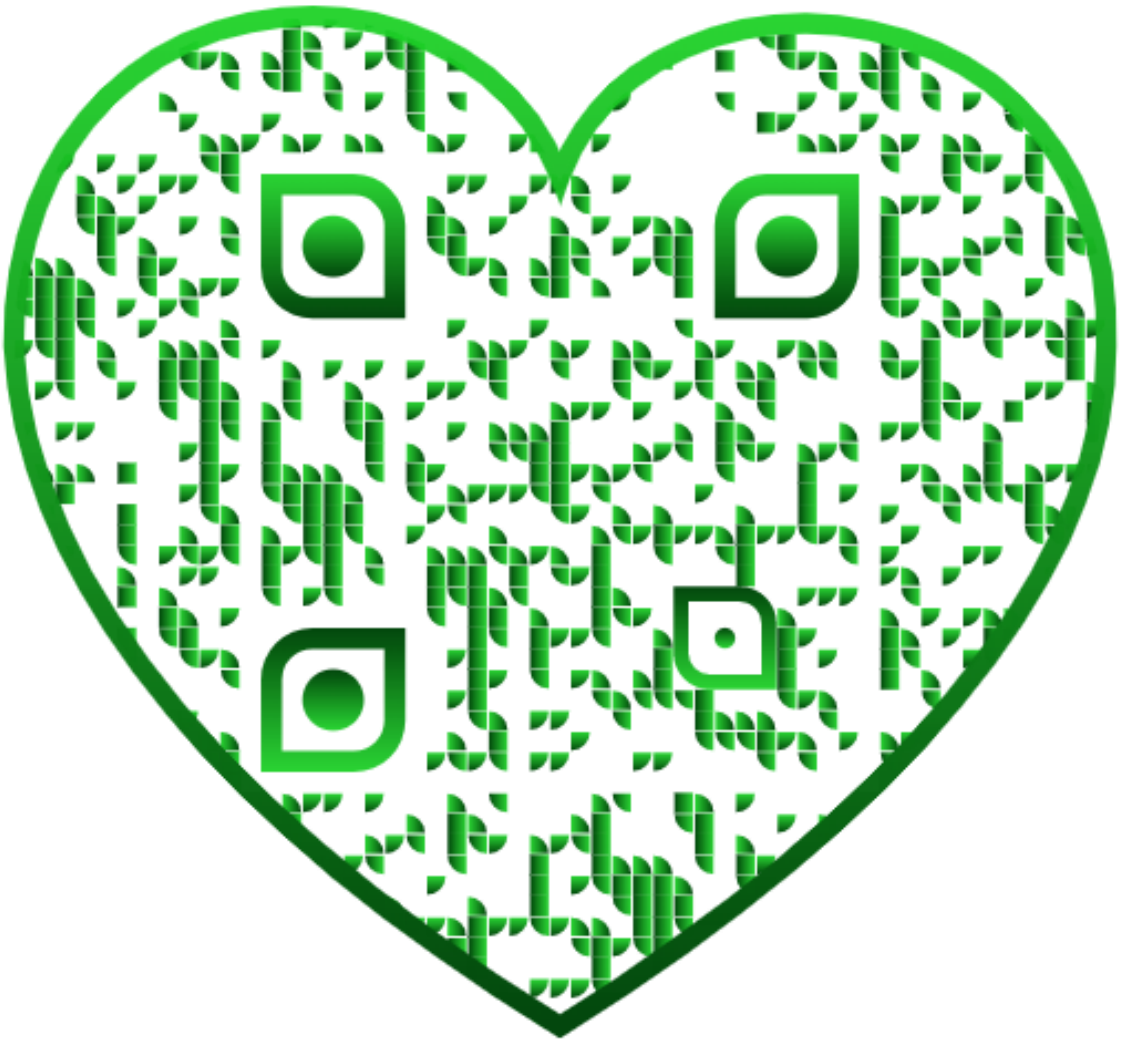
THE NAZI FLYING SAUCER STORY

MY CONTACT WITH ADVANCED TECHNOLOGY OF THE THIRD REICH

Michael X. Barton



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by

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Foreword

Dear Reader:

This is the German “Saucer” Story.

The Discular Craft we are going to reveal herein obviously do not hail from “some far off star”, but instead are Earth-built flying machines put together with amazing ingenuity by flesh-and-blood Earthmen.

Yet, I think it would be a mistake to classify these particular flying machines among the generally known areas of human knowledge. For the plain fact is, and this is also one important reason why this book was written, practically nobody knows anything about these secret “saucers” made by the Germans. Nobody, that is, with the exception of those persons who were personally involved with this Secret Project during World War II, namely the scientists and Secret Service agents of the German government. And of course, those to whom they revealed the story. That story is within these pages.

Germany’s experimental test flights with carefully constructed and precisely engineered Flying Discs, has been a well-guarded secret ever since 1945. Important discoveries have been concealed. But happily, they have not been lost. And in this researcher’s opinion, it will prove the part of wisdom in the long run, if we do our best to gather these facts together now, before they are lost to us and our fellow human beings.

It is my hope and expectation that you will correlate The German Saucer Story with certain aspects of the current world-wide UFO phenomena that have mystified our world’s people since 1947. Chapters in this book, such as “The Smoky Saucers”, “Hitler’s Wildest Weapons”, etc., will arm you with facts which you have not had presented to you, perhaps, in exactly this manner before.

I am not claiming, nor need the reader infer, that the world-wide UFO riddle is “solved” on the basis of German secret devices. Pre-1947 sightings,

many of which date back to ancient history, make such a position untenable. However, German secret developments -particularly in the area of Flying Disc invention -- do explain an important phase of the “mystery” insofar as the “Secret Flying Machines” are concerned. By recognizing this phase, much of the subtle “intrigue” seen since 1947 is likely to be better understood.

THE GERMAN SAUCER STORY also leads quickly into unsuspected areas of reality, by showing for the first time, a pattern of very hidden and very earthly arrangements. These “arrangements” can only be hinted at in this book, for obvious reasons. The important thing to be realized, is that these have been -- and logically still are -- HIDDEN arrangements. This does not make them any less REAL.

My sincere feeling as a UFOlogist, is that this book ought to be required reading by all saucer buffs, if for no other reason than that it will at once orient anyone (as it did yours truly) to the discoveries actually made by German scientists and the Italian Bellonzo, in the practical methodology of Flying Disc design, construction, and flight requirements. Upon these basic findings will doubtless come further “break-thrus” as regards design, motive power and performance. To think otherwise is to imagine that the universe itself is a closed-end kind of structure, which of course, it is not.

Earthman is, however, quite often confused in regard to things which ought not to cause confusion. And he or she who is not aware of certain facts such as you will learn herein, may all too easily develop an imbalanced perspective on the subject of UFO’s, and thereby overlook the incredible but real part played by secretly-manufactured Earth-made Saucers and their very human pilots.

Since 1960, when I wrote “We Want You”, which deals with Adolph Hitler’s purported escape at war’s end to a secret hideout or “Shangri-La” in South America, a sequel to that story was inevitable. This is it. You’ll find several references herein to “Patagonia” and the “Nazis” but despite this, we are NOT “chasing Nazis”. We are simply chasing “Truth” for its own sake, and what it will mean to us in the long run for having gotten at truth rather than fables or lies. The truth is, those Flying Discs designed, built and flown by the German engineers, are products of a trained knowledge and preciseness that may prove useful to all of us. As practical examples of superb flying machines they are in a class by themselves...far above conventional helicopters in my opinion... and can open a new era in Aviation for man as soon as this knowledge of

Discoid Aerodynamics becomes widespread.

For the sake of my more timid readers, who may be more preoccupied with "chasing Nazis" rather than aerodynamic science, let me point out that Adolph Hitler's Third Reich is defunct, and has been so for some years. The first Flying Discs built by the Germans were, of course, financed by the then-in-power Nazis, under Hitler. However, not ALL Germans saw things Hitler's way -- especially the scientists. A true scientist places truth above all "isms" (Naziism, Communism, Capitalism, etc.) and much prefers infinite order to militant power and world chaos.

Beyond this fact I remind you that in my opinion, there are more forces seeking "world power" than just one group. Moreover, an engineer friend of mine now living in Germany, Hermann Klaas, says that Germany's "Star Fighter" planes are being caused to crash mysteriously... by whom? -- certainly not by any Germans !

THE GERMAN SAUCER STORY isn't intended to transport you, mentally and spiritually, far out into deep space and leave you there. Nor does it propose to lead you into any mysterious and forbidding realm inside of this Earth, where, insofar as you and I and our next-door neighbors are concerned, no clear proof of UFO's is possible.

It proposes instead, simply to familiarize you with intensely practical and tested methods by which fully manned (not merely remote-controlled) Discular Craft can be made to perform successfully and with astonishing efficiency, within near-space as well as within this planet's own atmosphere.

Herein you will find proof that this kind of advanced "Secret Flying Machine" was a reality as far back as 1944/45, for in those years three German engineers, Habermohl, Schriever, Miethe and their Italian co-worker Bellonzo, actually constructed large-size prototype Flying Discs and flew them with amazing success.

I suggest, therefore, that you study carefully the information presented in this book. Strange and unorthodox as some of these concepts may seem at first reading, try to live with them for they will help you open up new channels of thought. The technical revelations alone are of such exactness that any qualified engineer should be able to confirm them, if they honestly evaluate the data.

The source of most of the technical data herein that pertains to Germany's flying discs, is scientist Hermann Klaas of Mulheim a/Ruhr, Germany. By profession, Herr Klaas is a high-frequency radio technician, engineer and inventor. During World War II he was employed on Secret State Matters, and actually worked with "Flight Discs" early in the 1939 war when the first models (not prototypes) were tested. In 1941 he personally built and tested disc models powered by benzine motor, later by jets. I wish to make it clear that Hermann Klaas is a particularly well-informed man on a vast range of technical subjects, and his service and knowledge in the field of science extend in many other areas besides "flight discs". He has to his credit other ideas, designs and patented inventions that are of considerable importance and practical benefit to his fellowman.

Sincere thanks to Mr. Carl F. Mayer, who not only inspired this book, but translated from German into English the important letters and lectures of Hermann Klaas! And to Major Rudolph Lusar, for the illustration of a German Flying Disc ! Major Lusar was formerly with the highest echelon of the Secret Laboratories and of the Secret Service Department of the Wehrmacht.

For confidential information relating to a physical contact with occupants of a German 'Saucer' Craft in Reno, Nevada, in July of 1966, I am indebted to Dr. Stranges.

With all of this practical information now at your finger-tips, much that was "mystifying" in Earth's skies in recent years will doubtless be seen in a truer light.

THE AUTHOR

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CHAPTER 1

Background of Secret Discs

THE YEAR is 1936. In the United States, the Americans are not yet winning the seemingly hopeless struggle against severe economic Depression.

At this same time -- over in Europe -- multitudes of sports enthusiasts are enjoying the Summer Olympic Games which are being held this year in Berlin, Germany. The sports arena is packed with important personages, among whom are a number of political figures who as yet are not in full control of the destiny of Germany, but are rapidly rising in prominence.

The main figure -- Adolph Hitler -- occupies a special seat in the large Olympic Stadium, and is quietly viewing the action of the athletes. Now the various nations of the sports world parade their choicest representatives around the arena, and then directly in front of the grandstand in which Hitler is seated. Each nation -- with the curious exception of one, the United States, -- dips its national flag before Hitler, as it passes by.

The slight does not pass unnoticed, but Hitler says nothing. His facial expression, however, now takes on a harder look than before.

Quickly, the Games begin. Event follows event. But it is the particular event commonly known as the Discus Throw, that is now destined to prove to be of extraordinary significance to certain inventive minds. This 1936 Olympiad is host to a number of brilliant minds, some of which will perceive unique implications in the humble discus, beyond the obvious fact that it is a heavy, flat, round plate of stone or metal which is hurled in contests.

The discus throwers go into action. Standing abreast of each other, each man grips a discus securely. Trained muscles tighten visibly like a coiled spring that will soon unwind. Now the signal! ... and the three men spin powerfully

that will soon unwind. Now the signal! -- and the throwers spin powerfully, releasing those round, flat plates high into the air. Some of the throwers reach bold new records for distance, and are acclaimed winners.

Watching the discus throwers closely are some of the best scientific men of Germany. Among them, top aerodynamic designers and engineers such as Habermohl, Schriever, Miethe and the Italian scientist Bellonzo. They note the remarkable flight characteristics of the discus in motion. It seems to perform much like a gyroscope, balancing and steadying itself in flight.

Above: The Olympic Stadium, Berlin, Germany, as it looked in 1936. It was here that German scientists discovered gyroscopic flight principles by watching athletes throw the discus. Flying Disc was patterned after discus. Below: The same Stadium as it appears today.

From this simple observation in 1936 a unique concept is born -- the concept of the Flying Disc aircraft.

This aerodynamic concept will enable these engineers to construct, develop and actually fly several types of Flying Discs before war's end, 1945.

In 1936, the motive power that could propel a discular flying machine was already known to men of science in Germany. They knew that jet engines, burning the right combination of jet fuel and air, could easily lift and supply thrust for even large Flying Discs. Propulsion by jet and rocket engines was well known by the Germans. They had watched -- and learned much -- from the early tests made by America's Dr. Robert H. Goddard in the field of experimental rocketry. And, when Dr. Goddard published a science paper in 1919 entitled "A Method of Reaching Extreme Altitudes", German scientists were greatly interested.

In 1923, a Mathematics Professor in Germany, named Hermann Oberth, wrote a classic work about reaction rockets, "The Rocket into Interplanetary Space" and published the book in Munich. In that year, however, rockets were still using solid-type fuel, and hence were not fully efficient.

Three years later, when Dr. Goddard demonstrated that a more efficient type of fuel -- liquid fuel-- could successfully propel rockets, the Germans

type of fuel – "liquid fuel" – could successfully propel rockets, the Germans started working with the new type liquid-fuel rockets. The result was, that on March 14, 1931, Germany fired its first successful liquid-fuel rocket.

By now the possibilities of "liquid-fuel rockets" had caught the attention of the military leaders in Germany. They saw that this improved fuel made it feasible for them to produce long-range rockets that would be ideal for use in future warfare. One of those military leaders was General Walter Dornberger (then a Captain) who from the beginning was an indomitable champion for the liquid-fuel rocket missile. In 1932, he succeeded in selling the idea to the German government sufficiently to enable the military to experiment further with liquid-fuel rockets as long-range guided missiles.

By 1936, General Dornberger's efforts paid off in an impressive way. Germany had decided in favor of liquid-fuel rocket missiles and was willing to spend big. Forty million dollars was allocated to develop the new missiles at Peenemunde Island, the German Experimental Rocket Station situated on the Baltic coast northeast of Berlin. Thousands of Germany's top scientists and technical men were employed on this immense "Peenemunde Project" . To name but a few, Prof. Dr. Wernher von Braun, Colonel Zanssen, Dr. Thiel, Dr. Steinhoff, Dr. Rudolph Hermann, Dr. Kurzweg, Dr. Gartmann, Prof. Lippitsch, Gustav Hertz, Schmill, Mye, Pose, Vollmer, Steenback, Schilleng, and so on. Their main object: to design, invent and develop super rockets that could be used as long-range guided missiles. The work began. Encouraging the huge team of technicians was Gen. Walter Dornberger, of course. Dr. Wernher von Braun, now with the United States, was chief of engineering at the rocket center.

Their first promising rocket was the V-1. This was the first operational guided missile with real range to it -- maximum 190 miles -- but its speed was low; 350 miles per hour. It could easily be detected by radar, and was exceedingly vulnerable to anti-aircraft guns and fighter planes.

The V-1, though powerful, had one more drawback. It's jet engine was designed to breathe air. Unfortunately, air-breathing engines are confined to traveling within the earth's atmosphere. General Dornberger was not at all satisfied. Boldly he envisioned rockets capable of travel in airless space, which reaction engines are fully capable of doing, provided the fuel system carries oxygen. By 1940, one year after World War II had begun, General Dornberger had turned over the V-1 to the Air Ministry.

Now he concentrated all the resources of Peenemunde upon the developing

Now he concentrated all the resources of Peenemunde upon the developing and perfecting of a super-sonic giant rocket called the V-2. More than five thousand technicians worked on the vital details connected with this rocket, and the problems were enormous. Design changes in the course of manufacture of the V-2 reached a staggering total of sixty thousand.

The step from V-1 to V-2 was breathtaking. The mammoth rocket stood 46 feet 11 inches high, and was 5 feet 5 inches in diameter. Its thrust was measured not in pounds as in previous rockets, but in tons. The maximum range of flight was about 200 miles. Maximal velocity, 3300 mph. Weight of the V-2 was 14 + tons.

In 1941, mass production of the V-2 began. Unquestionably, it was the most fearsome weapon actually hurled against the allies, carrying 1650 lbs of high-explosive in its warhead. It could utterly demolish, on impact, physical structures of tremendous size. There simply was no defense against the V-2 and no known way (at that time) of stopping it, but as Gen. Dornberger himself pointed out, that weapon by itself would not win the war for Hitler. It was by no means the “wonder weapon” that propagandists tried to make of it.

Meanwhile, experimentation on other missile designs proceeded at a frenzied pace at Peenemunde. Whenever any particular design looked promising, a prototype of it was developed for research purposes. Most of these experimental designs were of bigger rockets, or multi-stage rockets, some of which had short wings and even human pilots to steer them. However, from our point of view, the most interesting idea the Germans hit upon was a radical design known as the “V-7”. This was a saucer-shaped aircraft, or more accurately, guided missile, for it could be guided by radar from the ground and non-crew models of this design could be utilized as weapons much like the other V-weapons. Aside from that, the V-7 could hover at any given point, which no other V-type missile could do. This feature -- plus its unusual speed and ability to maneuver, made it an ideal machine for surveillance work (observing enemy positions, troops, etc.) during wartime. Moreover, the “saucer-like” V-7 could be adapted to carry a crew of men.

Taking the V-7 design beyond the blueprint stage, German engineers very patiently constructed small models of it in 1941. Tests with these models verified the practical feasibility of the Flying Disc concept.

Competing with the round-shaped V-7, insofar as German finances and manpower was concerned, was the other series of V-weapons already in

manpower was concerned, was the other series of V-weapons already in production. The mammoth V-2 was foremost in line, and as we have seen, was already being mass-produced in 1941. However, in 1942, authorization was given for construction of experimental prototypes of the V-7, and similar types of Flying Disc craft.

During the war, the Nazis under Adolph Hitler authorized and carried out many secret military projects. Some of this work, most of it in fact, was started at Peenemunde, then "farmed out" by the designers to factories and research centers located elsewhere, in well hidden underground installations. For instance, vital parts of the V-2 rocket were manufactured secretly at the largest underground factory in the world, at Nordhaussen. These key factories below ground surface were NOT dug, but carved out, as a mole does... but by use of a machine. Only the entry is carved out, then the rest of the soil is forced outwards by "pressure" a la "burrowing animal" technique.

It was decided to build the prototypes of these Flying Discs outside of the Berlin area, in certain underground factories where they would be much less vulnerable to attack. Heading-up this top-secret work, were Dr. Richard Miethe, who had helped construct the great V-2 rockets... Flight Captain Rudolph Schriever, engineer Habermohl, and the Italian technician, Bellonzo.

According to Major Rudolph Lusar, wartime head of the Technical Arms Department of the German War Ministry, and author of the book "The German Weapons of World War II and Their Subsequent Development", the V-7 disc constructed by Dr. Miethe was 138 feet in diameter. A similar craft built by Schriever and Habermohl was 49 feet across. As you will at once see, these were large-size machines, fully capable of carrying men.

The foregoing history provides you with the highlights of actual events which culminated in the construction of the V-7 and similar disc prototypes. Against this background came later developments that are surprising.

CHAPTER 2

The Amazing Coanda Effect

In August of 1967, I received an unusually interesting letter from a research technician by name of Carl F. Mayer, a man of German background now residing in the United States. Because Mr. Mayer was well-informed on matters of interest to me, and was willing to act as contact man between the scientist Hermann Klaas (now living in Germany) and myself, we began a steady stream of correspondence via Airmail letters.

With each new letter from Mr. Mayer (and Klaas) vital and additional parts of the GERMAN SAUCER STORY unfolded in an orderly manner.

I would like you also to read these personal letters, so that you too may feel the highly adventurous spirit involved here. For above all, these men are revealing a human episode of fabulous inventiveness. For the German Saucer Story deals not just with machines, but with men. Those men had to face and overcome gigantic problems before they could perfect and successfully fly their secretly manufactured prototypes of the Flying Disc.

It would spoil things for you, I think, if I were merely to recite blunt data and hard facts. There is much more to our story than technology, fine as it may be. We deal herein with a wartime invention... secret flying machines if you will. Discular craft that are capable of tremendous speeds. That can remain stationary in the air as well as make near right-angle turns. All of which, to the technically inclined mind, is quite inspiring. But the soul of an invention is not in the machine he invents, but in the man himself out of whose thought springs the unique creation.

I believe that the most interesting way in which these vital details of the German Saucer Story -- with all its fascinating sidelights -- can be told is

progressively, step by step. Which, as I have mentioned above, is how the Story was revealed to me. You will find that it is all in the “letters”.

Study these letters carefully. They begin with communications between Carl F. Mayer and myself, then lead into the more official disclosures by scientist Hermann Klaas. You will get to know both men by reading their words as they express them in the letters. Many keys are revealed in their writings, and some hints and clues intimated which cannot be “spelled” out.

The letters will lead you naturally and systematically into the drawings and explanatory diagrams, which you will then understand better as a direct result of having come into contact with the basic thinking and precise minds of Klaas, Mayer and others. My own commentaries will appear briefly when need to amplify certain points in areas where I have experience or facts.

Now, happy adventuring! Here is Carl Mayer’s first letter:

“Dear Mr. Barton: Sept. 4, 1967

“Thank you for your communication of August 30, ‘67. I think I did hear of your name, either by newspaper or other publication, while I was in San Francisco, where I lived and worked for some time.

“I have just finished translating from German into English, documentary proof that the ‘saucers’ -- flying discs --were first designed and developed (until prototype stage) in Germany. . .one near Prague, then occupied by the Germans, and another near Breslau, now Polish territory.

“I have received some months ago from one of the designers and developers -- Hermann Klaas -- his lectures, sketches and photos, description of flight, etc., which was accomplished from 1940-45 when war’s end compelled destruction of prototypes, and the four experts dispersed. Some were captured by Russians and taken to Siberia, to the Peninsula of Taymyr, by lake of same name. Some of the four are thought to be in America. One of the four experts was an Italian engineer, Bellonzo.

“This man Klaas also was busy with ‘state secrets’ then, but he was not a Nazi Party member, hence was not ‘in’ on everything. However, through various sources he is well-informed. He lives in the Ruhr Valley, Germany, and is war-injured. Otherwise, he says, he would have gone too, either to South America or

South Africa. He too believes that some German scientists, engineers, etc., escaped to Patagonia, where the first 'saucers' were seen in 1947 (and recently), and it is anyone's guess as to WHY these are there. We must remember they were escaping from their enemies during wartime, and were seeking refuge in those vast land areas outside of Germany.

(COMMENT: Note that in the above paragraphs Mr. Mayer is affirming a key point made in my previous book, "We Want You". Namely, that some German scientists escaped to South America.)

"I will leave for Boulder, Colorado, probably next Saturday, or this one, to take my translation there to Dr. Edward Condon personally, and also visit a friend in Colorado Springs. I shall later mail you a photostatic copy of Klaas' writings, for he is anxious that the truth come out. But -- the world press seems to be under orders to keep these discs under wraps. The Air Force must know, but they granted the 313,000 'buds' to perhaps discover how much is known.

"It is my conviction also that in the next World War this Flying Disc will enter as weapon, and outclass all other Flying Machine stuff! I can also see, have so for some time, WHY these bearish Russians are so afraid of small Germany. These flying discs are only SOME of the things made OUTSIDE of Germany. THERE ARE OTHER WEAPONS. In fact, the world would be astonished to know just what is going on, and what weapons await Armageddon's arena. (NOTE: More about these weapons in a further chapter. -- Michael.)

"The 'discus' is from old Greek design, and flies through the air with quite some force when thrown. It's spin is the key to 'gyroscopic' flight.

"It is likely that since 1947 someone may have discovered how to eliminate GRAVITY influence, and magnetic disturbances with these discs, for they fly safer and faster than aircraft of conventional design.

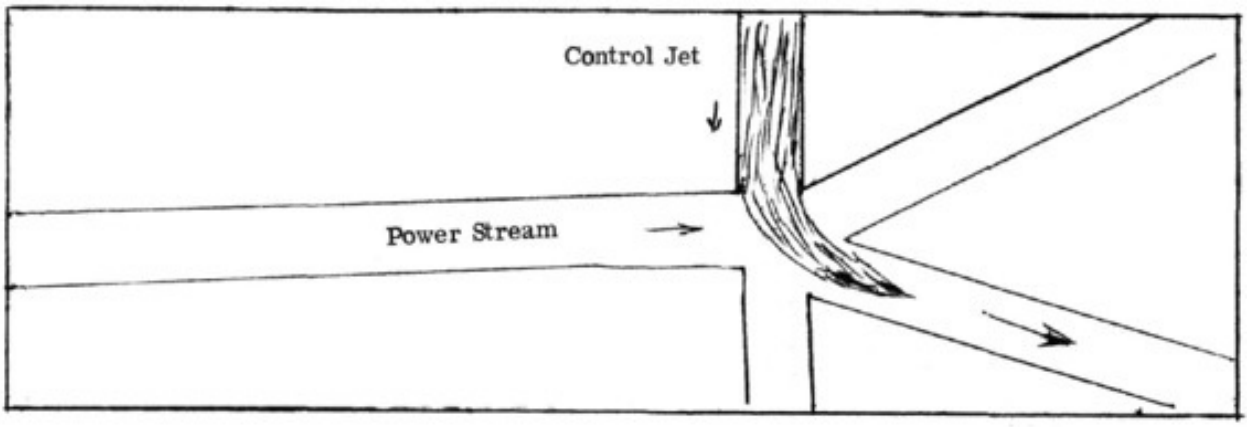
"America, Canada, Russia, France and even China are supposed, according to Klaas, to be manufacturing discs. As to how far these are advanced, perhaps that is why the grant was given --to find out. But then they will have to reckon with the labs down in Patagonia, near San Carlos de Bariloche (so I was told) as to what they have done since 1947. The war did not come to a regular 'peace treaty' in or after May 7, 1945, for the war is actually continuing, with old Mamma Russia so afraid, she is laying eggs. But the Americans recoil from anything that babbles out of Moscow. They always recoil, it is said, just like a

howitzer would.

(COMMENT: G-field propulsion whereby the usual effects of gravity may be brought to zero, *i.e.* 'zero-gravity', is discussed in some detail in my own article: SECRET SAUCER DRIVE, in Chapter 11. -- Michael.)

"The fuel of these discs (the early prototypes) was jet fuel. But they also use the COANDA EFFECT, discovered in 1911 by the Rumanian Henri Marie Coanda. Perhaps you know of it. I shall give a small sketch illustrating this Coanda-Effect, of which most people know little -- even despite its simple doings. It is very important, however, in Flying Disc construction, for by use of the Coanda-Effect the LIFT on the wing of the Disc is increased. It is also of benefit to the flow system of jet engines.

"The Rumanian, Henri Coanda, noticed that jets of fluid tend to follow a wall contour, even if it curves away. THIS IS THE 'COANDA-EFFECT'. A simple household example would be to invert an ordinary saucepan with a rounded rim, under a water tap and let the water flow over the bottom of the to the rim edge. The pan should be inclined somewhat. You will observe the water clinging to the lower rim and actually flowing upwards against gravity for a short distance. Here is a diagram showing this Coanda-Effect:



"FLUIDICS -- nickname of a new technology -- uses streams of fluids for controls, amplifiers, switches and even computers, instead of streams of electrons (electricity) as in the electronic devices. The simplest first fluid switch or amplifier, using the Coanda-Effect, was a Y, where tiny side jets switched the bigger mainstream!

"Fluid switches and controls fill automobile batteries, control Diesel locomotives, and also pulse hospital air mattresses and heart machines for

massaging. While they don't compete in smallness and size with electronic devices, fluid methods work better in radiation and temperature extremes where electrical systems would break down. Fluid controls will also guide underwater torpedoes, and even steer rockets by deflecting their exhausts.

"The Germans used this Coanda-Effect in their disc flights where more than two jets are built in. The Effect is more pronounced in JET SHEETS than in simple jets. A jet sheet is created by cutting a slotted flap in the wing. A number of such slots may be cut into the wing, and this will cause a sheet of jet radiation to move along the wing surface. This tends to minimize undesirable air-flow separation on the wing, thereby increasing its lift.

"An airplane based on this Coanda-Effect, crashed in Paris in 1912 ! It was presumably round or disc-shaped.

"These discs, according to Klaas, utilize all motive power to the fullest degree. They can very well make hairpin turns, which ordinary aircraft cannot. The pilots and technicians are bedded into a tub, in a reclining position, to absorb pressures at vertical takeoff, or during abrupt maneuvers. It is interesting to follow Klaas' descriptions, and one can see, even if not tech inclined, that he is not just dreaming up something." Best Wishes,

CARL F. MAYER

"COANDA-EFFECT" Muffles Motorcycle Exhaust!

The following letter appeared in the New York Herald-Tribune, dated November 20, 1955, in "Letters to the Editor" section:

The recent USAF announcement that Avro Ltd., of Canada, has a contract to build what looks like a "flying saucer", overlooked one very interesting characteristic of this aircraft, related to the "Coanda-Effect", on which its operation is based. This was described on pp. 456-465 of the "Proceedings of the Fifth International Congress for Applied Mechanics" (J. P. den Hartog and H. Peters, editors: John Wiley & Sons, N. Y. 1939) .

One significant application of the Coanda nozzle was its use as a motorcycle MUFFLER or SILENCER.

Not only did it SILENCE the exhaust, but the back pressure was less than

when no muffler was used.

This indicates that the Avro saucer will probably be remarkably SILENT in operation. This feature is a further example of the astounding prescience of the great number of saucer observers who, since 1947, have been predicting the shape and performance of the Avro craft, and have also almost invariably remarked on the amazing silence of “saucers” in flight.

-- LEON DAVIDSON
White Plains, N.Y.

(COMMENT: I personally never “heard” the Avro saucer in flight, and don’t expect to, since the project was junked in 1965. The stated reason for junking the craft, was simply that it was unstable in flight and would not rise more than a few feet off the ground. That would class it as a “ground-effects” machine, rather than a completed Flying Disc with full-jet power.

It is my opinion that the Avro saucer was used to test only the principle of the “air cushion effect”, and no doubt proved useful to the USAF in exploring that one principle. There is, however, more to making a saucer go than that. The Germans found out long ago that a combination of forces and effects got the best results. Accordingly, they built such effective combinations into their own original prototypes. As you will read herein, they demonstrated in the 1940’s that they could get immediate vertical takeoff, reach a terrific height in minutes, and attain a tremendous horizontal speed -- Mach-4 range, with Mach-5 in sight. Moreover, they had mastered the basic problems of stability.

You will instantly see, when you get to the chapter describing three types of German-built saucers, that the Avro saucer which the Air Force has discarded, looks like none of the authentic German designs. It does not even match the sketch originally shown by the Air Force officials.

CHAPTER 3

Something in The Wind

I could see, from Carl Mayer's first letter, that a copy of Hermann Klaas' highly informative writings (and drawings of the Flying Discs), was being offered to Dr. Edward Condon at the University of Colorado in Boulder. As you doubtless know, Dr. Condon was recently named director of the group of scientists there who are investigating UFO's, under Air Force sponsorship.

It wasn't beyond the realms of chance that the University group might publish the Klaas notes first, but after thinking about this awhile I decided that there was really not much likelihood, even if they published the notes, that their version of the Story would match mine. The simple fact that nobody is sponsoring my researches into the truth about flying saucers, gives me more freedom to "tell it like it is", and that can count for a lot.

My decision was to go ahead. I would publish all the data on the German-built discs that came to hand. In this connection, Carl Mayer had said in his previous letter that his intention was to mail a photostated copy of Hermann Klaas' data to me shortly.

In the early part of September, 1967, I wrote to Mayer. "Send along the translations as soon as you can, " I suggested, "as much of the material as you can put into English at one time." Whether I would actually receive the translated data relating inside details about the German Flying Disc development, was anybody's guess. It wasn't that I doubted Mayer's word, for I did not. However, as you probably realize, powerful forces on the planet Earth seem to involve themselves in the, quote: "UFO problem", unquote. Despite my genuine concern, another letter from Mayer soon arrived.

"Dear Mr. September 20,

"Referring to your letter of September 6, last, I did deliver the rough translation of Klaas' note re the Flying Discs, to Dr. Condon's secretary. I will receive back the originals, and will make a translation for you.

"Dr. Condon can read German, but evidently Klaas' words were too technical, even for that German professor out there. And it surely isn't advisable to have a German language-student translate such matters. I am technically employed, and although I am not an engineer, do know the phrases and meanings in practice. I will make a new translation from the original material here, at leisure, making it more Americanized in expressions, and then will mail you the results.

"I hope this University of Colorado sends for Herr Klaas, for if they do investigate, what's better than a person-to-person talk? First hand experience, or contact with one who has such, is far more classic than some paper document. It can be far more revealing.

"There IS something in the wind -- and it may come with solid POWER from the Almighty and ancient God. Today things are happening that confuse organizations, especially these red-oriented churches who interpret the present near-east happening entirely FALSE. . .very much so, because they only read but do not understand the far-reaching facts and meanings. Even Jews seem to be puzzled. People look eastward, whereas America will be the FOCAL POINT soon of prime importance. No, nothing 'political' or 'propaganda-inspired', but a crux of a matter that has been forecast for ages.

"You need not fear the University will publish the notes before you do, as these people are slow and cumbered. The old "out-of-space' notion haunts them like a witch. Yes, there are other beings in the vast universe, but such are precisely ordered. For if not, CHAOS is the result, as it was with the Earth planet millions of years ago, when it FELL OUT OF ITS ORBIT, as evil rule befell. Out of which chaos the lord did create 'order', as so stated by Moses' first book.

"This disc idea is old stuff. Even the Greeks had it, and as boys we used to pitch flat, disc stones over water, and such stones would fly further than ordinary stones -- REMEMBER?" Best Wishes, and good luck, Sincerely,

CARL F. MAYER

One month later, Carl Mayer wrote again. The translations of Hermann

One month later, Carl Mayer wrote again. The translations of Hermann Klaas' material -- sketches, notes, lectures, photos, etc., --would be mailed to me soon, he said. "The story of the German discs," Mayer emphasized, "is in the translations. How the discs were steered, how fueled, etc., all is included. There is also a short explanation of the Nazi secret weapon, 'The Flaming Cloud', plus the artificial 'ball lightning', both with which the Nazis experimented. It also explains HOW and WHY the German 'Star-Fighters' have been crashing -- 70 to date -- and it is NOT due to the lack of mechanical aptitude in Germany!! The fighter-planes of Netherland and Denmark did NOT crash -- WHY? Same type ships."

In a recent letter to Mayer, I asked him what he and Klaas thought in regard to the "foo fighters". . . the so-called "UFO" that were reported by Allied pilots over the German border during November, 1944, and in the Far East in January, 1945. These reports about "foo fighters" preceded the big flurry of sightings reported in 1947.

"These 'foo fighters' are so-named by those American pilots who saw them over the German cities during the last war. Their testimonies are on record, and this is what the newspapers reported then: A pilot is flying over some German city. Suddenly he sees a 'ball' of light, greenish-blue or so, coming from below to attach itself to the tip of his wing, or nearby. He tries to shake it by diving and twisting, but the thing just hangs on. He fears it may explode. All of a sudden, this ball descends again to the ground.

"It was the 'artificial ball lightning' that the Nazis tested, and evidently it did not succeed to a full effect. More than one pilot saw such. The news was restricted, not to frighten other pilots. There are more 'secret weapons' out by now than is realized. Klaas says, oh yes, the Germans made tests with 'Electronic Ball Lightnings', and a Professor Hans Erhard, now living in Italy, had a hand in this also."

It might be pointed out here, that Prof. Erhard doubtless moved out of Germany after 1944, and continued his experiments in safer lands. . the Far East, Japan, Korea, even China is not inconceivable. If so, this could account for the sightings of "foo fighters" later, in January of 1945.

"There are or were," Carl Mayer revealed, "post-war, some SECRET RESEARCH PLACES in the Black Forest, attempting to eliminate GRAVITY influence from the flight of objects, *etc.* It is supposedly some MACHINE,

which I heard of some five years ago. What became of it, I do not know, but forecasts of 'surprises' were made in special newspapers.

"Whether or not the present 'saucers' are powered by Electromagnetic engines, with the ability to eliminate gravity, or rather the neutralization thereof, I of course, do not know. There seems to be evidence that SOMETHING OF THE SORT EXISTS, which may have come into tests after 1947."

Back in 1961, I numbered among my various correspondents one Richard Ogden, director of APIC, (Aerial Phenomena Intelligence Corps) headquartered at that time in Seattle, Washington. Mr. Ogden had read a copy of my book, "WE WANT YOU" in which I explored the theory that some of the German scientists might have escaped to South America (and other places) and taken with them valuable plans and models of their greatest invention, the Flying Disc, along with secret details of its propulsion system.

Ogden's statements were startling and incredible. "Your book accurately describes the early post-war period of the Nazis in Argentina. This was up until 1952. Those saucers that were developed and flown in 1945 used JET POWER not electromagnetic power. The work on an electromagnetic powered saucer was done in the German laboratories in Argentina and such a craft was perfected and flown in 1952.

"That is how the Antarctica Oasis was discovered (by the German scientists) in that this German saucer was not affected by the storm area in that region because the electromagnetism NULLIFIES the effect of the atmosphere. There have never been facilities in Argentina to MASS-PRODUCE German saucers. Only a few experimental craft were built. . ."

Those views, of course, are Richard Ogden's. Perhaps he knows what he is talking about in regard to such matters as "electromagnetic-powered German saucers", an "Antarctic Oasis", *etc.* If German scientists were working on secret anti-gravity projects in the Black Forest, as Mayer said, then it is not beyond the bounds of reason to think that they FOUND IT. If we are strictly honest about these things, we must admit that it was the Germans who really "fathered" the atom-bomb discovery, <u>before</u> the U.S. did.

If any human minds on Earth could find the secret of controlling gravity, I fully believe the German scientific mind could do it. However, you and I must understand one thing in this regard. German scientists today cannot go as far as

they'd like in such experiments and research IF they remain there in Germany, for the hot breath of Russian secret agents is breathing down their necks. During World War II, the situation wasn't much different, and got rapidly worse toward war's end. By 1944, many Germans foresaw the fall and defeat of the Nazi government, and showing common sense, left before the axe fell.

Some of the Allied Intelligence agents thought German scientists had escaped to nearby Spain. And they connected the Nazis with the discs. For example, this item in the May 14, 1949 issue of the Washington Daily News:

"Some Air Force men think they know what those flying discs are and where they come from.

"They believe discs are new-type flying machines utilizing gyroscopic principle ; that they come from Spain.

"They say Nazi scientists, known to have been working on gyroscopic flight during the war, dropped from sight after row with Hitler. Intelligence reports hint they escaped to Spain. Captured documents indicate Germans had gone further than any with use of gyroscopic principles for flight.

"Air Force people are convinced flying disc is real. They say it is not produced in this country. They feel sure it is not produced in Russia. The clincher came when Air Force got picture recently of three discs flying in formation over Stephensville, Newfoundland. Not close-up, because they out - distanced our fastest ships, but close enough to be convincing."

It is true that Franco of Spain did sponsor some German scientists during the active war era. But it isn't too likely that flying discs were put together in Spain, although there may well be "unofficial" bases for German discs in that country. Allied Intelligence agents knew, in 1947, that secret laboratories had been located near Marbella on the south coast of Spain just east of Gibraltar. Ultra-secret weapons had been tested and perfected there by the Professors Mueller and Knoh, but these secret devices were mainly rockets that were designed to carry devastating nuclear-energy warheads.

The simple truth is, Spain can be (and was) ransacked by spies from a number of countries, much too easily. In reality, Spain was only a brief stopping-off place for thousands of Germans -- including the scientists who eluded capture -- who were then (1944) escaping out of Europe to Argentina. South

America. The escape route was to Spain, and from there by boat to Argentina, or, in many instances, to South Africa.

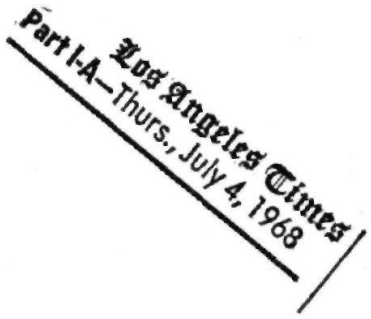
These facts were pointed out in 1951-52 by the editors of The National Police Gazette, who in those years had gathered a mountain of official evidence to the effect that the deposed Nazi Fuhrer, Adolph Hitler, with some of his close aides, was hiding in Argentina. A series of articles under the title: "Hitler is Alive!" was published by that magazine then, and the series is continuing even up to this current time.

One of the more recent issues of the National Police Gazette placed emphasis on the idea that Hitler also had hideouts in Bogota, Colombia. Five of the men known to be with him there between 1945-46, were said to be in possession of important plans, blueprints, and designs of some secret weapons, which they would not let out of their sight for a second. Our next chapter, "HITLER'S WILDEST WEAPONS", may give us some insight on this.

On October 27, 1967, I received a short note from Carl Mayer. "Man has been kept from discovering the simple inventions and advancements yet to come, for they would only have DESTROYED THE EARTH long before its course was ordered. With vast sums they 'discover' almost NOTHING, and brag of their smartness. The auto, for example, is still the same old junk heap of the 1890's, only the styles changed, like women's dresses. Autos are hopped-up to make you dizzy with their unsound speed. But so it is with all things... including DISCS IN THE AIR."

He couldn't have put it more concisely.

Messerschmitt Recalls Fame of First Jets



MUNICH (UPI)—Prof. Willy Messerschmitt inhaled deeply on his filter cigaret, stubbed it out in a large glass ashtray and leaned toward his listener as if to add weight to his statement.

"Two hundred additional Messerschmitt jets would have stopped the Allied invasion of Normandy in World War II," he said softly. "Of course, I am just quoting some American friends. That's what they told me after the war."

"Professor Willy," as the Germans call him, lit another cigaret and reminisced in a 70th birthday interview. A large linden tree at the window softened the glaring sunlight outside the functional office in which he still puts in a full day's work.

Evades Unpleasantness

It could have been another example of fortune's kindness to Messerschmitt, whose warplanes spearheaded the holocaust unleashed by Adolph Hitler in Europe. The son of a wealthy Frankfurt wine merchant, he has always shown a natural ability to evade unpleasantness—whether bothersome sunshine or the adversities of a lost war.

He was imprisoned 13 months by the Allies after the war and when he was freed put his workers to making "pots out of hand grenades and the like" because Germans were forbidden to design and produce aircraft.

But Messerschmitt reentered the aircraft business in 1955, operating under the restriction that he manufacture only under foreign license. This year his firm merged with the Boelkow Co. to form Germany's biggest aircraft concern with 12,000 employes. He owns a third interest in the new concern.

Spanish Interests

He moved to Spain in 1951 and still lives there most of the year. Messerschmitt acquired an interest in the Hispano Aviation Co. in Spain and designed the HA-200 twinjet advanced trainer for it.

Willy Messerschmitt says he's not certain how his interest in aviation was first aroused. It may have been in 1908 when he saw one of Graf Ferdinand von Zeppelin's giant dirigibles soar across Lake Constance.

He was an avid model airplane builder in his childhood days and at the age of 15 piloted the first glider he helped to construct. He graduated in engineering from Munich University in 1922 and founded the Messerschmitt Aircraft Construction Co. with 10 employes.

New Design

The firm built gliders in those Versailles Treaty days. Messerschmitt fitted a glider model with a 30 horsepower motor and entered the powered aircraft business, building 25 six-seater all-metal planes for German airlines. He acquired the Bavarian Airplane Co. in 1927 and set his 300 workers to building a new design, the ME-108. It was the forerunner to the plane that proved the worst scourge to World War II Allied bombers.

Messerschmitt had sold 2,000 of the sports planes when Adolf Hitler came to power in 1933. He entered a government-sponsored contest for a “modern fighter plane” and built the ME-109, a fighter-bomber which proved its superiority in the Spanish civil war and then continued as Germany’s front line fighter plane until the end of World War II.

The ME-109 was followed by the twin-engined ME-110 but Messerschmitt’s most famous aircraft was the ME-262, the world’s first operational jet fighter. Government decisions held back use of the plane until late in the war when it established a 40-1 kill ratio in combat.

CHAPTER 4

Hitler's Wildest Weapons

It wasn't until the latter part of November, 1967, that I heard from Carl Mayer again. I received a large envelope from him containing the following letter expressing his views on secret weapons. Enclosed also was a personal letter to him from Hermann Klaas, which he had translated into English for my benefit. With this material was a photograph of Klaas.

To begin with, here is Mayer's letter:

"Dear Mr. Michael Barton,

"Enclosed is the promised translation of Hermann Klaas' letter, extracts of lectures, some sketches precisely as he had them, plus two photos of his table-top models of (a) flying disc, and (b) combat tank. Both designs are by Klaas, and feature a unique, "turtle-back" outer shell. Klaas says that nature makes the best designs for camouflage and protection.

"Most interesting are his sketches and operational details, including the steering methods of the discs. The use and re-use of power and exhaust gases is outlined, plus the important action called the 'Counter-Revolution-Moment' which the discs use. Eventually the powers-that-be must give out the truth concerning these flying discs; the reason for this hide-and-seek you will see in Klaas' statements.

"In one spot he mentions German research during the last war with ultra and infra-sound waves, which killed some of their men. Just saw a news article in "Science & Mechanics' saying that good old France has this soundwave 'secret weapon'. . .of course all done up by Frenchmen. Klaas mentions that SOUNDWAVES are more dangerous than other 'waves'. Soundwaves have a tendency NOT to diminish like for example, radar waves do, and are more

tendency NOT to diminish like for example, radar waves do, and are more powerful than LASER-BEAMS. Well now, how about that? Can the French control those soundwaves so as NOT to kill their own? I doubt it, since waves cannot be recalled, once they are released.

"Anyway, just HOW 'secret' is this French new secret weapon, if the German scientists already knew about it, and the U. S. Army is making tests now as the German Army did. Klaas tells me that Major Lusar calculated the value of all former German wartime inventions, as having a financial value of some 125 BILLIONS OF D.M. today. And he should know this exactly. There are still numberless inventions and plans in existence, but not yet realized in execution. At the end of the war, many of these fell into the hands of the Allied countries, (but not ALL, as I know) at that time.

"You may be interested in the enclosed news item telling about some of the Nazi secret weapons that Hitler was developing back in 1944. This item is taken from the Philadelphia Inquirer in that year. "

3 NEW WEAPONS CLAIMED BY NAZIS.

Madrid, Sept. 1, 1944. (UP) - A neutral military expert said tonight that Nazi engineers had told him Adolph Hitler has at least three secret weapons -- including a FLAMING 'ARTIFICIAL CLOUD" -- capable of the most terrible destruction, as Berlin reports claimed Germany would win the war within the next six months through the use of new weapons.

The informant, who is well-versed in military affairs, said that several Germans who claimed to have done years of research on special weapons told him of a SUPER-ROBOT BOMB, THE CLOUD, and A SENSATIONAL SHELL, and that they already had been tested in the east. (caps mine. Ed.)

How Cloud Works.

The artificial cloud was "explained" in this manner: smoke emitted by a plane forms a huge cloud which, due to special gasses, sinks to Earth. Another plane fires incendiary bullets into the cloud causing it to ignite and turning it into a tremendous BALL OF FIRE as it drops to the ground.

Powerful New Bomb.

An even more powerful flying bomb was said to be another of the Nazi

secret weapons. Supposedly capable of carrying twenty tons of a new explosive, described as the most powerful yet developed, the rocket bomb was said to be similar to those now in use except that it sheds its wings in flight.

It was claimed that the new bomb could be launched from land, sea or air, that it did not require any special launching platform, and that when it exploded, it destroyed everything within a five-mile radius.

Hitler's third secret weapon was said to be a special SHELL capable of piercing the thickest armor.

******

"There were many other weapons developed under Hitler's regime, for instance, the KM2, or electro-magnetic rocket developed by Professors Knoh and Mueller in Spain. That rocket had a flight-range of 16,000 kilometers or 9,942 miles, and was remote-controlled. After some 3,000 miles of controlled guidance, the bomb travelled the rest of the distance free of control from the ground. As soon as it drew near to any electrical vibrations or metal parts as in a flying plane, the KM2 would magnetically lock onto it as a target. It would then explode upon impact with the plane.

"Then there was the projectile with a built-in atom-bomb warhead. And a number of other such things, death rays and so on.

(COMMENT: Prof. Hans Erhard, whom we mentioned previously in connection with "Electronic Ball Lightning" experiments, is known to have also experimented with death rays. However, according to a newspaper item about him, published in 1964 by National Star Chronicle, Prof. Erhard has invented a ray system which is <u>not a Laser type</u>, and may be useful in mankind's war against cancer. The Prof. claims his ray will destroy cells in the human body, and hopes to use it <u>on cancer cells.</u> He states that this ray will operate powerfully even at extreme distances. He is confident that it could knock down any of the manmade orbiting satellites, if it was pointed in their direction and the power turned on. -- Michael)

"The Flying Disc, remember, was a secret weapon project. (NOTE: Anyone really interested in these secret flying machines and who keeps up with world-wide reports of sightings, landings, etc., will notice that in some instances these craft are armed with paralyzing ray-guns and other devices, most of which

are known to German technical men. --Michael)

"There is no such thing as the 'ULTIMATE WEAPON' -- wait and see. Man is not ultimate either. If so, he would end with death, as sure as there is one. As said before, there are other weapons existent, and some quite sophisticated by comparison with old World War II standards, no doubt.

"Klaas says the money interests in most all areas get some idea or some invention design, and then 'freeze' that design as is in order to concentrate on selling it so profits may be realized from it. Really new innovations are frowned upon, until AFTER the money interests have gotten all the profit possible from that one design. For example, AFTER profits have been sucked dry from the present flying machines, they might just turn to Jet Discs!

"TV was workable in the twenties. It was held back because of the radio industry. Between Hamburg and Berlin they had TV phones, as tests. All of these fine inventions DISAPPEARED in the early twenties. Now I invite you to read a personal letter from Hermann Klaas, which you will find enclosed."

Sincerely, CARL F. MAYER

HERMANN KLAAS

Herr Klaas, nearing 70. To all who read this book he has “greetings from old Europe and Germany” ! You may see by his records (next page) why he HAD to remain at home there in Germany. Had he not been badly wounded, offers of technical employment would very likely have been made by outside countries. His choice would have been South America or South Africa.

Auszug aus: CERTIFICATE OF DISCHARGE vom 22.6.45.

I.

SURNAME OF HOLDER K L A A S — DATE OF BIRTH 23.12.98.
CHRISTIAN NAMES HERMANN — PLACE OF BIRTH SONDERSHAUSEN
CIVIL OCCUPATION techn. Betriebs-leiter (versehrt)

II. Stempel: Vers.Stufe III☆

DISTINGUISHING MARKS
DISABILITY WITH DESCRIPTION — WIRBELSAEULENVERLETZUNG MIT PARESE RE.SEITE, GEHOERSCHAEDIGUNG DURCH VERSCHUETTUNG
MEDICAL CATEGORY — FIT FOR LIMITED LABOUR
SIGNATUR OF MEDICAL OFFICER — gez: (Unterschrift)

Auszug aus: Rentenbescheid vom 17.Mai 1922

--- Minderung der Erwerbfähigkeit auf 3o vom Hundert ----- durch --- Dienstbeschädigung --- Folge der Schädigungen und Verwundungen im Felde. -------

---

Abschrift: B e s c h e i n i g u n g
(Dem Soldbuch beizuheften)

Der Oberfeldw.Hermann K l a s s , Einheit 57 337 B muss infolge schwerer Verwundungen an den Beinen usw. (multipl.Bombensplitter) orthop.Schuhwerk (O.V.St.Hann.K.1928 NWE 479 651 v.5.8.44) sowie Schutz-Ledergamaschen tragen.
Er ist ausserdem durch seine Verwundungen im Gehen und Sitzen behindert.
Milowitz, den 9.11.45 (Stempel) gez: Dr.Cuchta Ass.Arzt

Abschrift: Ausweis zum [illegible]

Bei dem Oberfeldwebel Hermann Klaas ist infolge schwerer Bombensplitterverletzungen im Bereiche des ganzen Körpers die Benutzung der 2.Wagenklasse notwendig.
O.U.,den 21.Juni 1944 (Dienstsiegel) Dienststelle Feldpostnummer 19377
gez: Triebel
Stabsarzt und Chefarzt

Befund unverändert
Milowitz,den 9.11.44
gez: Dr.Cuchta
Ass.Arzt (Stempel)

Auszug aus: Kriegsstammrollenauszug über den Unteroffizier Karl,Gustav,Mathias Hermann Klaas v.7.Mai 1922.

In Spalte 12: ----- Verw.Abz.in Gold ---(Dienstsiegel) gez:(Unterschrift)
(Dies betrifft die Verw.u.Schädigungen von 14/18 mit insgesamt 8%)

Auszug aus: Besitzzeugnis von 25.Jan.1945

------Hermann Klaas,Oberfeldwebe Panzer Jäger Abteilung 156o ist auf Grund seiner am 8.1.1945 erlittenen 5.maligen Verwundung DAS VERWUNDETENABZEICHEN IN GOLD verliehen worden.

Wertmarke

Die Richtigkeit obiger Auszüge und Abschriften wird bescheinigt:
Göttingen,den 10.9.46 ... Bellwon ...

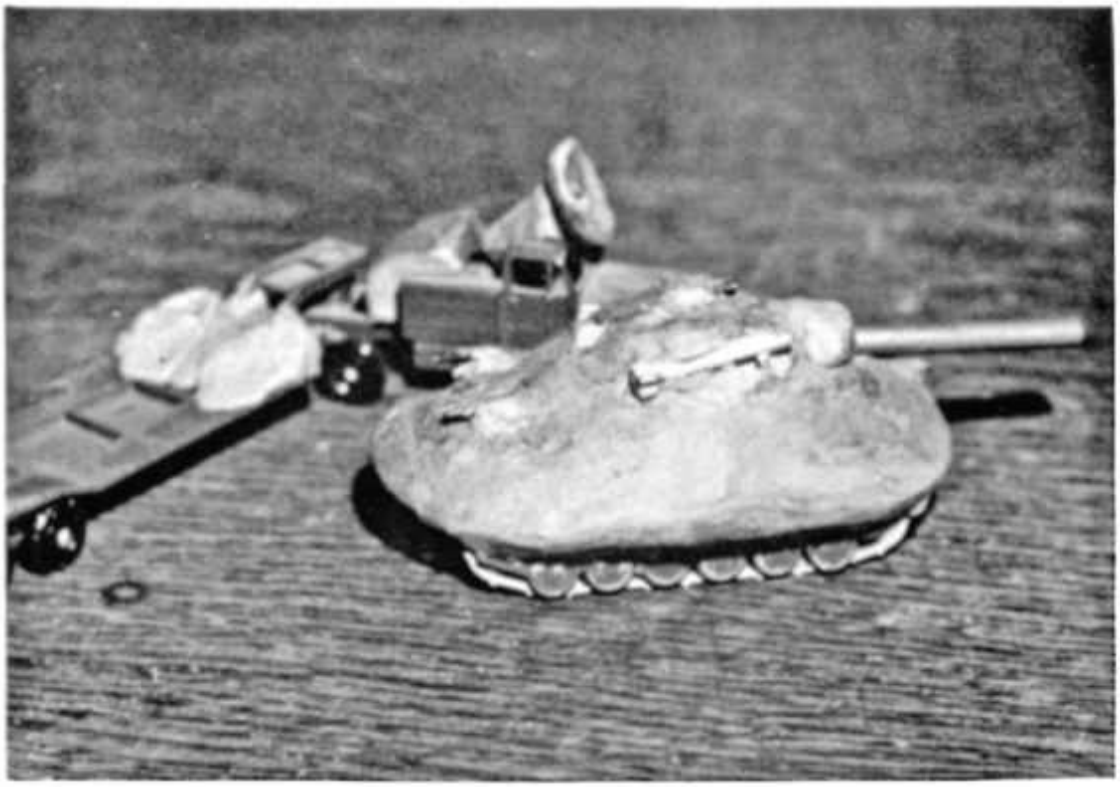


Photo shows Klaas' Armoured Tank Design of 1940.

According to him a turtle has by nature the most effective protection design in her shell. (Sort of "Turtle Armour") Tub, hull and tower turning, hence should have been made of one solid piece of best armour steel, with 180-200 ton pressure. Inside : double-walling & fill-material, motor generator with full electro-start. This "Panzer" was to supersede the "War Tiger" tanks, but then the only two big power presses for tanks were destroyed by bombs. Hence they continued to build the War Tiger tanks.

The following letter is from Hermann Klaas of Mülheim a/Ruhr, in Germany, to Carl F. Mayer in the United States. Date of letter: 5/20/1967. Mr. Mayer shares his personal letter from Klaas, because it tells much about the subject of Discs as viewed through Klaas' eyes and experiences.

"Dear Mr. Mayer:

"Thank you for your friendly lines in letter of May 16th, in which you do mention the problem of the UFO's. I am pleased just the same for this so-called 'problem', which really is no problem. It will in the not too distant future become acute.

"You are fully right! Whole populations are kept in ignorance by their governments, and the press either appears to collaborate, because of the need for 'News Hits' and 'Articles' about super-worldly or some other mysterious things, or it is forbidden -- despite all this vaunted freedom of opinion -- to bring out something really concrete!

"I wish therefore to answer your questions by rotation. You write German quite well, by the way. I experience every now and then at technical get-togethers that the American pronounces new and technical words quite different than the Englishman. Well, perhaps humanity will create some uniformity later. I am, by profession, a high-frequency technician/researcher.

"Now: It is correct that here in Germany model tests of so-called Flying discs or Flight plates were made since 1940. I myself at that time in 1941 built a model 2.40 m diameter and started it successfully. Sorry that "Neues Zeitalter' (a weekly newspaper printed in Munich) and 'Bergische Post' did not publish my full text and explanations. I herewith enclose, for your full use, copies and extracts, *etc.* I earnestly desire that the world finally gets to know who in recent years built those flight bodies and made them flightworthy.

"Of course, the four scientists who constructed the large prototypes, were 'in the party' -- even held honor posts -- because of their genuine technical know-how. All seem to be still alive. A few of these, plus other of the scientists such as Dr. Wernher von Braun, are now with some USA firms. Of Habermohl it is told that he is still in Russia and holds some very high position.. According to what I was told, there is a Russian research project for manufacture and testing of discs, supposedly in North Siberia, somewhat north of the Taymyr Lake on the Taymyr Peninsula. Well, there no stranger can come, and it is a good hiding

place for such subterranean research buildings and also good for TEST FLIGHTS. The Russians are of course, quite advanced with their production, But the Americans and Canadians are further yet. And in the Southern Andes -- yes, there seem to be some of the former Germans, who continued research and building, exactly as they did in Egypt, India and Red China.

"In Red China are thousands of former young SS-people of the SS-Arms, which France in 1945 took completely into their French Foreign Legion (They were helped along with all means, and what else should these young men do?) These were either taken prisoner in Indo-China in 1955 and taken to China as 'Instructors', for China knew they received excellent men 'gratis', or as wounded soldiers after the Capitulation, became welcome 'Prisoners'. Some fled to China during the struggle, and were 'Beutegermanen' which means Loot Germans.

"From my enclosed material you will see that then in 1944/45 we had already attained speeds and climbing skills which today can be duplicated only by special flying machines, excessively expensive. And this fact, the world has not been able to recognize ?

"I am sure, however, that the SECRET FLYING MACHINES can be built only as 'Discs', which the ancient Greeks 'discovered', and this flight form is still the most ideal and SELF-STABILIZING one. It surpasses Mach 7 and more, and is capable of space travel. According to my own judgment, it seems the West and the East (Russia), though wartime allies, do not trust each other nor will they admit how much they already have. How fast their own Discs fly and what they look like, is kept secret.

"The fact that now and then some UFO's fly over inhabited areas, with their mysterious maneuvers, these only constitute DECOYS. (See my lecture: How to fly Discs). They seek to test reactions of the other side. I too was cooperating in research during the war, and when one knows the flight speeds and Vertical Times, or the steering maneuvers, then it is easy to build computers developed for the defense, so that something concrete is available in case of serious ENCOUNTERS. At the present, and we technicians know of it, the USA has excellent computer systems for their OWN SAUCERS. All of which is of course strictly secret.

"And the 'Saucers from the Stars'? Well, now, why shouldn't there be other intelligent beings in the universe, who are perhaps far above our own

accomplishments? One must think logically here. If such beings have attained super-light speeds, or at least light speed, which we would need absolutely in inter-stellar travel, especially when the being came from OUTSIDE solar areas, then. . . 'they' are not only in command over GRAVITY, but are also schooled and wise in RADIO-frequency fields of all sorts. I am sure they would have injected themselves into our Radio and TV programs, and probably so obviously that all of us would have heard or seen them! Almost any young Amateur Radio expert can tell you, how he secretly did so.

In 1922/24 I too belonged with a group of radiomen who 'innocently' maintained we knew nothing of the matter when music was sent into the city radio, for which act we all had good alibis. In 1922 the first license was issued for such radio activities. I am however, also sure, that all secret services of the world know perfectly well and are informed whenever a 'UFO' flies here or there.

"Again you are fully right that what appeared in 1947 (nine discs sighted by Kenneth Arnold over the Cascade mountain range in Western Washington) did NOT come from Germany!! But -- these things flew here in 1944/45, and then all was 'kaput', as Action Paperclip was not yet at an end in 1947 !

"After 1945, scientists, technicians, etc., became dutybound by contract all over the world. And those who were in the Nazi party (or had been), and were hated by the Jews (today still so), simply DISAPPEARED, and especially since those persecution processes via courts have been in progress, is this so. Not only are these trials against 'Criminals', but also against decent and honorable men WHO LOVED THEIR RESEARCH LABORS ABOVE ALL ELSE ! Think only of Professors Tank or Pilz (now in China), and so many others. No lawyer in Frankfurt would dare to defend the rights of a severely wounded German veteran at court.

"I was wounded in World War I and World War II, and I never gassed nor murdered any Jew nor harmed one in some way. On the contrary, I helped known Jewish families in 1933 and 1934, but so does Israel thank me !

"And now further to your questions: THE FLAMING CLOUD was discovered and invented by a professor of physics, Dr. Hans Erhard. He is also a renowned technician. It all has to do with a form of colloidal coal dust, such as we know occurs in coal mines, as coal mine explosions. This dust was combined with mist-like gases, and sprayed out by special aircraft called Sperrfliegern, sort

of plying ships, in front of the oncoming bomber formations. At times it was laid above or to the side of those. These flowing gases then would be ignited by aircraft shooting fire rockets into the gas masses, or would be ignited by the exhaust gas of the aircraft flying into these masses of gas, or 'clouds'. For combat on the earth surface these clouds were much more effective than 'Napalm', but were subject to wind directions.

"ELECTRONIC BALL LIGHTNINGS? Oh yes, tests with these were made and especially by this Prof. Erhard, who is now living in Italy.

"THE SOUNDWAVE WEAPON, on which I myself worked -- which is now being tested in the U.S. Army in 'secret tests' -- consists of a 'cannon' that is mounted on the flank of a tank. It was used in the last months of the war. But this Soundwave Weapon (far more effective than Laser Lightning) has a two-edged sword -- because the soundwaves are even better reflected than radar waves, and kill your own soldiers just as well as the enemies'. Many scientists and technicians among us were KILLED by this during 1940/41. There were quite a number of other things -- new ones -- which would have given the war a different turn, had the powers-then-in-charge acted promptly. But- - -?

"I came into American hands as a severely wounded prisoner, on March 19, 1945, and got to speak with an interrogation officer, speaking German very well, plus the sergeant standing nearby. I made a bet with them that American boys further on would have to fight and die against the Communists, Bolsheviks, etc., as soon as this war in Europe was over and some half-way order and safety established. The bet 1000 dollars. This would be so, I stated, especially if they delivered to the Russians lands such as Peenemunde area, the Hartz, Thuringia, and the Brandenburg province. I should be shot, they said, because I insulted an Ally-friend, good old Joe (Stalin). But just who was right? If I had not been so severely wounded, I too would have gone to Argentina in 1949/50 or even South Africa, where I would have earned quite a bit with my knowledge and skill, plus also my knowledge of former Secret Reich matters. Those 1000 dollars I haven't received yet ! !

"Many good wishes and luck to you and all decent and honest Americans, and now you will find enclosed data from my lecture on the German Discs."

Signed: H. KLAAS

A view of Mülheim, showing “Flower Clock” in front. The building is a “Waterport Station” (Water Railroad Station). At the left you see part of the river or canal steamer, that carries freight and persons, approaching the station. Germany has thousands of miles of canals. (Photo credit: German postal card, Mülheim a/Ruhr. ,Germany.)

CHAPTER 5

Basic Data on Discs – Klaas

Even before the last World War -- actually during the Olympiad of 1936 after observing the exemplary DISCUS throw records -- scientists established facts and figures for flight bodies of a discoid shape. A discular aircraft was feasible. Only the MOTIVE POWER was in discussion and doubtful.

Some researchers planned propeller-power, which would extend front and rear. For example, they planned to use three propellers for each position in small discs, and five for each position in large discs.

Others wanted to use pressure-screws, three front and three rear. One must realize, of course, that there were no jet motors in those days.

The means for steering such discs was not fully understood, since all horizontal rudders would not work properly on the disc form.

Other researchers adopted the principles of HELICOPTERS as their basic motive powers. But nobody then knew what to do with the barely known "Counter-Revolution-Moment. . Moreover, it was found to be disturbing. The strange and interesting "Counter-Revolution-Moment" is the condition created by the motors or propellers going counter-clockwise, when -- for a moment only -- there suddenly is NO MOTION IN EITHER DIRECTION. This puzzled the designers. It was compensated for on helicopters, for example, with another screw fan and the pilot uses this "moment" for STEERING by choking or by increasing the revolutions.

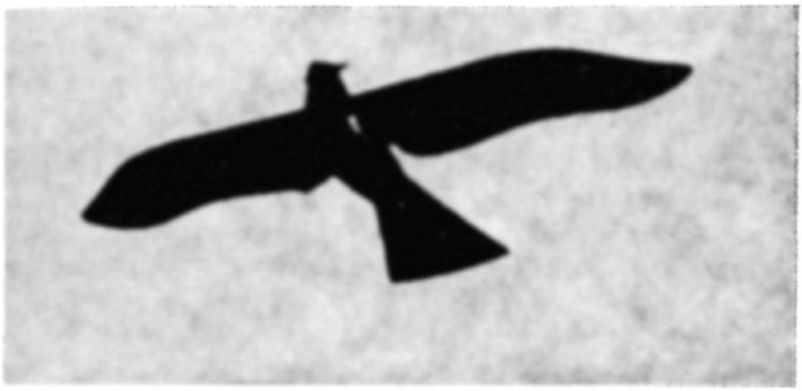
There already existed, of course, the CONTRA-ROTATING helicopter blades which turned on one axis. One blade clockwise, one counter-clockwise.

Instead of recognizing that one can accordingly transmit such movement of the propeller unto a flight screw blade (whereby such transmission would have INCREASED FORCE) conventional aerodynamics men all clung to the idea of thin, helicopter rotor blades.

Furthermore, no real thought was given to the question of what to do with the EXHAUST GASES, such as is done with turbine engines, where steam is used several times over. Even today all “exhausts” are expelled into the atmosphere ; such nonsense ! In all tests and methods they seem to turn backwards first! (NOTE: Jet planes spew 25 tons of exhaust particles into the air of Los Angeles, California, each day, according to recent studies. This city is merely one example ! -- Michael)

Now: From the 1936 Olympiad came the recognition that we had available one of the most IDEAL flight bodies since the time of ancient Greece. But our scientists were also led most likely by the ideas of Daedalus and Icarus, even Otto Lilienthal was inspired thereby. The fact that nature herself had equipped some plant organisms with a complete flight body was recognized and known, but man did not -- at this time -- pursue this idea further.

They did hope to emulate the flight of storks, eagles, sea gulls and the albatross and the dove (as per this photo of Dr. Ing. Etrich’s bird-shaped plane) as final aims of perfect flight.



Fluglimousine 1912 im Flug

Vorstehender Artikel wurde im “Salzburger Volksblatt” vom 24. 12. 1958 veröffentlicht.

When the Versailles treaty of post-1918 forbade Germans to build aircraft with motor power, these researchers switched back to what Otto Lilienthal had practiced before them, long ago in the 1890’s. . . motorless soaring ! They “re-

discovered" that one can also fly minus a motor ! And today, lo and behold, the sailing and soaring of motorless gliders is a national sport!

Wars -- specially the modern ones -- have the peculiar characteristic of forcing fast development of scientific technology by years or even decades. Unfortunately, most wartime inventions are perfected instruments or means for destroying the foe or his war potentials. However, after war times, the world has those new developments and technical advances to use for peaceful purposes. All wars which ever took place have shown this result. Yet during wartime, those in charge often show a certain poverty of spirit.

Thus in Germany, during the re-construction of the "Luftwaffe"(Air Arm), various types of aircraft were developed, but only of the conventional sort: Messerschmitt Pursuit craft, Junker-Stukas, Heinkel and other type of bombers, *etc.* Vertical starters?? The Fiseler Storch was the sole slow-flying craft, which could stand almost still in the air, but for normal takeoff and landing it needed an airstrip or runway.

Jet power plants? Almost all initiated ones know of the struggle that ensued over this.

Rocket power plants? Here too the "competition-envy", especially from a Junker-type General of the Air Force.

And how long did scientist Habermohl strive mightily to realize his ideas before he was able to try out his designs during tests in the vicinity of Prague? The years of 1941, 1942, 1943, 1944 passed into eternity under constant struggles for material, co-workers, fuel, *etc.* !

Because the so-called "V-series" had gone into mass production in the meantime, it was nearly impossible for him to obtain one "Staustrahlrohr" (Radiation-stow-tube), much less an Argus-Walter Tube. However, despite all of this delay, he made steady tests with his flying disc until all items had been "de-bugged". Finally, on February 14, 1945, Habermohl and his co-worker, Flight Captain Rudolph Schriever, were ready to "officially" demonstrate the final prototype of their Flying Disc, to the so-called experts of the German Luftwaffe.

(NOTE: <u>The Schriever-Habermohl Disc</u> differed in design from the one called the "V-7" which was built by Dr. Richard Miethe (and co-workers). Dr. Miethe's Disc was 138 feet in diameter and had no rotating parts visible. It was

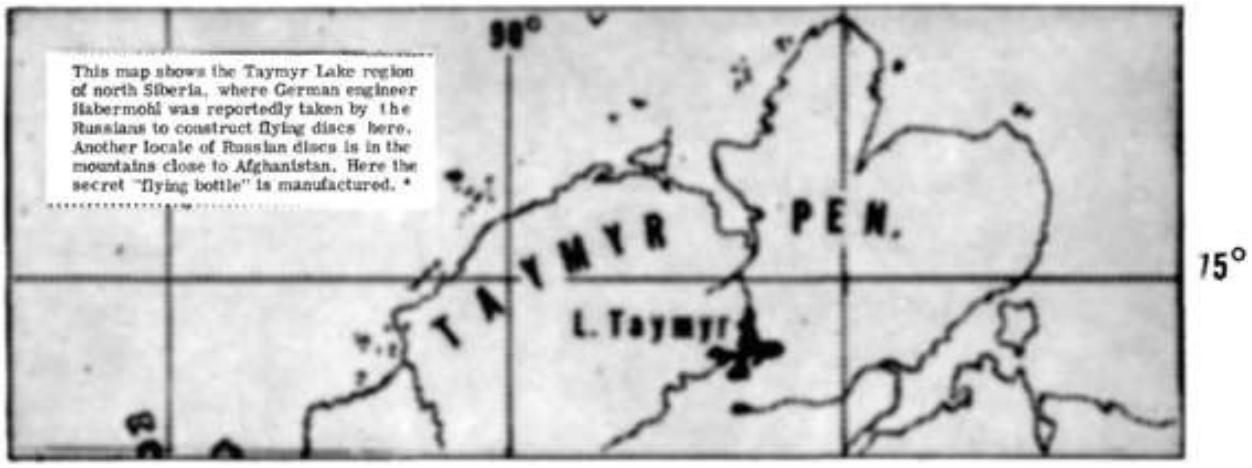
powered by twelve swingable jet engines. The Schriever-Habermohl disc was called the “Flugkreisel” (Flying-wheel) and used the helicopter principle, but amplified lift power by using a turning Rotor Ring in which were set a number of wing segments, the pitch of which could be varied. This craft was only 49 feet across and needed only 3 or 4 jet-assemblies to propel it. These discs are designed to fly either with a crew or minus a crew, in which case a remote control transmitter (radio or radar) guides the craft from the ground. We assume that the Flugkreisel, in its official tests, was demonstrated both ways. -- Michael)

With amazing speed, the Flugkreisel started vertically. . .straight up. In 2.4 minutes it had attained altitude of 30, 700 feet. Now the disc levelled off into horizontal flying position. The two special “pusher-jet” aggregates were fired and the craft instantly leaped through the air -- accelerating to a speed of over 2000 km per hour (1250 mph +). (Schriever estimated that top speed of the craft at that time was 2500 mph., close to the then unreal Mach-4) !! The Luftwaffe officials were astounded! In all its flight movements, the disc showed a darting ease and grace that conventional planes could never hope to match. By now, however, fuel was running very low, so the pilots brought their incredible flying machine in for a perfect vertical landing !

After a performance like that, there was no possible excuse for delaying mass production of the discs. At last approval was granted and manufacture scheduled under the most secret conditions: “SECRET REICH AFFAIR”.

But like always -- TOO LATE.

The same fate befell Miethe near Breslau. When the Russians got to the research center and factory there, they found that the prototype had been destroyed before they arrived. However, the Russians collected every bit of debris, and as many of the German technical men as they could find, including the disc-builder Habermohl. These scientists were all taken “under strictest secrecy” to Siberia, where now exist similar manufacturing plants.


This map shows the Taymyr Lake region of north Siberia, where German engineer Habermohl was reportedly taken by the Russians to construct flying discs here. Another locale of Russian discs is in the mountains close to Afghanistan. Here the secret "flying bottle" is manufactured. *
90°
PEN.
15°

Habermohl and other “Loot Germans” were located north of Taymyr Lake or somewhere on the large Peninsula of like name, and employed by the USSR as highly paid scientists perhaps. As we hear via China -- and we have many reports -- it was planned by the enemy to ICE UP the German Rivers. This was so published in Chinese technical magazines.

In Russia, like elsewhere, these young German experts received young female “assistants” who spoke German, and when marriage occurred, these men automatically became “Russian husbands”. In this way some became Russian citizens of the highest secret ranks.

It is reported that Dr. Richard Miethe along with others, were taken as “captives” by the USA, where they continued building giant flying discs with full-jet capability. (Not mere air-cushion “ground-effect” machines!) It is clear that all is done in extreme secrecy, clear that the public is led off to the UFO’s, or draws into conversation the gentlemen of other stars. Clear, that hitherto no pursuit plane of most modern type has ever brought down such UFO, for a ban on firing on such was issued. No government desires to shoot down discs which it may itself be engaged in building. In 1945, disc flight-speed was such that few normal types of planes of today can even match. By now, Mach values of over 6 are common flying speeds for special craft.

You will ask, “Then why all this secrecy?” Well, very simple, if there should ever be some “big smash”, a big war, between the USA and USSR, it would be natural that these “Flying Discs” would become at once the decisive weapon -- even before they set off atomic rockets. Naturally, if they now demonstrate openly with these flying bodies, the defense against such would be quickly established, including certain electronic aim-and-destroy systems.

The Nazi leaders back in 1944/45 had seen the worth of the Schriever-Habermohl flying disc. They hoped to mass-produce it with compact outer rim of highclass, heat-resisting steel alloy of special manufacture. Such metal alloy was then only permitted for missile-jets and propeller construction of advanced type such as the flight-carry screw prop of variable pitch. These segment blades fit inside the Rotor Ring of the flying discs, and turned on ball-bearings about the balloon-type pilot cove.

How the tests were conducted, to locate this flight-screw wing in the outer rim design is of course known only to the ones who did the construction. How these wings are used for guidance or for heat-deflection is not clearly known by me, but it appears to be the case that they mounted some outer fin guidance. Otherwise, if they bent these wings of the pressure screw, the curve might have become too severe and thus hindered horizontal flight.

It is always interesting to the initiated, how fast the most SECRET thing becomes known. Oftimes the enemy gets to know sooner than the natives themselves. It sometimes gets to the “enemy secret service” sooner than to the technical men who are concerned with engineering such matters. On the other hand, we ourselves wonder at how little those “experts” really know (or such as think they are), and who sit in high positions of the Bundeswehr (German Army), and also in certain categories of NATO.

And the German Airtravel Industry? Now, it does not recognize the dance at all, but tries airplanes of conventional type with much good will and much money -- instead of uniting with modern engineers/designers who would research and undertake improved new model and prototype tests. They yammer that their technicians and scientists are running away. They yell for state aid but just over eight years ago we offered them and the South German space industry our experiences and Unterlagen (layout matters) and we could have corralled the former German workers who had labored on the original Discs.

-- H. KLAAS

Excerpts from letter by Hermann Klaas to Chief Editor of “Stern” magazine, of Hamburg. Dated 3/13/1964. <u>Pertains to cause of airplane crashes.</u>

Dear Editor-in-Chief:

Enclosed is a copy of my letter to the Mr. Ambassador of the USA, (In Bonn) regarding the <u>RECENT AIRCRAFT CRASH.</u>

The press reporter, who discovered the results, just happens to have a very fine bloodhound nose, and hit the nail on the head. He says that it's possible to "irritate" the pilots, which is to say, consciously influence their actions. The aircraft in other words needed not be SHOT down.

This was discovered by tests made some years ago and under actual work effort conditions. After this discovery was made,, shooting down planes was only done as a sham. But whoever has followed the war procedures at Korea, must have noticed how then the reconnaisance pilots were caused to be "deceived and irritated". Those pilots were thus unable to promptly discover and observe the Chinese divisions, plus their preparations. Yes please, even then they INFLUENCED THE PILOTS TO UNLOAD THEIR BOMB LOADS SOMEWHERE ELSE INSTEAD. How was this influencing effect achieved?

It is known to every specialty expert, as long as he does not think like CDU-line (Party), which are the dangerous HF-Frequencies of board and land apparatus. (for example, 368 MMz) and how these can be "mixed from outside" ! And since all pilots have to wear earphones, etc., and are close to all kinds of official equipment, spools and crystal sound parts, not only are the instruments "irritated" but also the thinking and actions of pilots ! The interesting thing in such cases is that the pilot does not even remember his "actions".

Besides that, such "equipment" can be mounted in almost any power vehicle. Each tested and experienced radio-amateur knows how to do such things. . . .and the scientists and military experts are supposedly unaware of these facts? If this is so, then they all had been asleep, and thusly committed a crime against their own people. Just the same, it could be so, since this rabid bureaucratism is not purely a German export article. . .it was here in age-old times already !

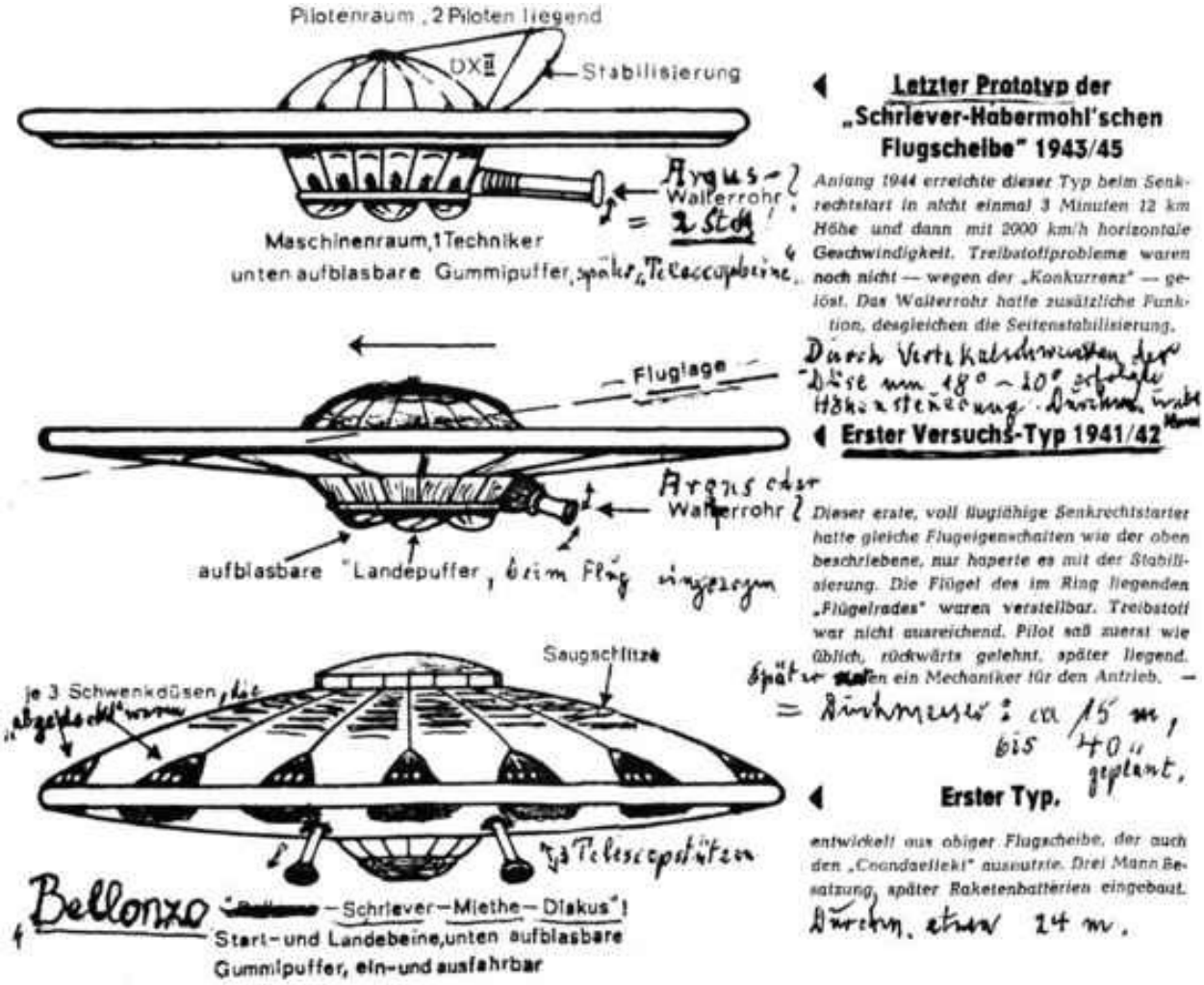
And don't you think the Russian has worked on these things quietly? Not for nothing I warned the Americans then, NOT to let the Russian across the Oder, *etc*. What he found, despite the destruction of the flying disc that he captured, and which he so beautifully gained in the Province of Brandenburg, Peenemunde and East Hartz, he would have searched through with Russian thoroughness and applied thru secrecy and developed, same as he did this "mind-influencing and irritating" equipment. Signed: H. KLAAS

On August 20, 1966, "Neues Zeitalter", a weekly newspaper in Munich, printed an important article by Jan Holberg, entitled: -

“UFOs gibt es nicht! Wohl aber: Flugscheiben am laufenden Band!”

(”There are no UFO’s ! But: Flight Discs in Mass-Production?”)

Jan Holberg credits Hermann Klaas for most of the data contained in the article, which included these three designs of Flying Discs:


Pilotenraum, 2 Piloten liegend
DX II
Stabilisierung
Argus-? Walterrohr? = 2 Stck
Maschinenraum, 1 Techniker
unten aufblasbare Gummipuffer, später Teleccupbeine
Letzter Prototyp der „Schriever-Habermohl'schen Flugscheibe" 1943/45
Anfang 1944 erreichte dieser Typ beim Senkrechtstart in nicht einmal 3 Minuten 12 km Höhe und dann mit 2000 km/h horizontale Geschwindigkeit. Treibstoffprobleme waren noch nicht — wegen der „Konkurrenz" — gelöst. Das Walterrohr hatte zusätzliche Funktion, desgleichen die Seitenstabilisierung.
Durch Verstellschwenken der Düse um 18° – 20° erfolgte Höhensteuerung.
Flugrichtung
Erster Versuchs-Typ 1941/42
Argus oder Walterrohr?
aufblasbare "Landepuffer, beim Flug eingezogen
Dieser erste, voll flugfähige Senkrechtstarter hatte gleiche Flugeigenschaften wie der oben beschriebene, nur haperte es mit der Stabilisierung. Die Flügel des im Ring liegenden „Flügelrades" waren verstellbar. Treibstoff war nicht ausreichend. Pilot saß zuerst wie üblich, rückwärts gelehnt, später liegend. Später sollten ein Mechaniker für den Antrieb.
= Durchmesser: ca. 15 m, bis 40 m geplant.
Saugschlitze
je 3 Schwenkdüsen, die abgeschaltet waren
Erster Typ.
entwickelt aus obiger Flugscheibe, der auch den „Coandaeffekt" ausnutzte. Drei Mann Besatzung, später Raketenbatterien eingebaut.
Durchm. etwa 24 m.
3 Teleccupfüßen
Bellonzo – Schriever–Miethe–Diskus"!
Start- und Landebeine, unten aufblasbare Gummipuffer, ein- und ausfahrbar

“In any case, “ writes Jan Holberg, “the presentations are of interest and add to the UFO theme. Or rather, “Flying Discs”, as Klaas calls these flying bodies, which, he says, are NOT unknown, but known only too well... and are fabricated in the USA as well as in the Soviet Union.”

Regarding the discs, Hermann Klaas offers these valuable pointers in the article: “That which really flew you can see in enclosed excerpts. The group in

article. "That which really flew you can see in enclosed excerpts. The group in Bohemia, and later at Breslau working with Miethe, used a much stronger Stowing Radiation Tube, as was used with the so-called V-1 rocket.

"Such a 'Tube' had to have some sort of universal joint. As your drawing of 1964 shows in your issue of the newspaper then, a U-joint was missing. It would have burned to a crisp the above-resting cover (circle-wing) as well as the bight of the rim, by the sheer exhaust radiation. Also missing were the landing buffers.

"The three models in today's issue (designs really) are according to the order of things, drawings of prototypes by Schriever-Habermohl-Miethe and Bellonzo, and there is some variation in line-up of the radiation jets in the separate drawings. You will see this in the enclosed drawings. The jets had to be in FULL-SWING position, in order to create the COANDA-EFFECT, which is necessary for vertical starts with discus-type flights.

"With the first type the outer ring-bight was closed as soon as the machine had reached a desired height in altitude, so that the rear "push jets" became effective. Horizontal flight thus became possible. By nature of things, these guidance processes were not simple. However, later improvements provided the 'interrupted ring-bight', so that the jets could be winged through entirely. Today, with all the modern fuel stuff and equipment, all this is simpler and more efficient.

"These discs are today manufactured in mass production in the West, as well as in the USSR (there in two spots). Why then the senseless secrecy?

"Of course, besides the discs, we had numerous other designs (like the world's first jet-rotor helicopter, the Doblhoff). Some of these prototypes we unfortunately never finished. Typically German: Too late ! Not even one single exhaust radiation-tube could Miethe get, nor Habermohl, in the beginning of their work. The 'Luftwaffen-Feldwebels' (Air Force Top sergeants) had to approve it first."

Herewith follows the drawings by Major Rudolph Lusar, and by Hermann Klaas, illustrating specifically the "Flugkreisel" type of Flying Disc built by Schriever and Habermohl. Another design -- the "V-7" -- by Miethe and co-worker Bellonzo, will be described in the next chapter.

Fliegende Untertassen

"Flying Saucer"-Design.

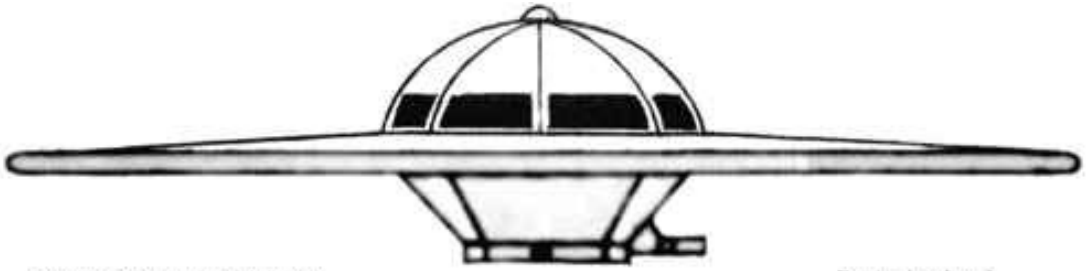
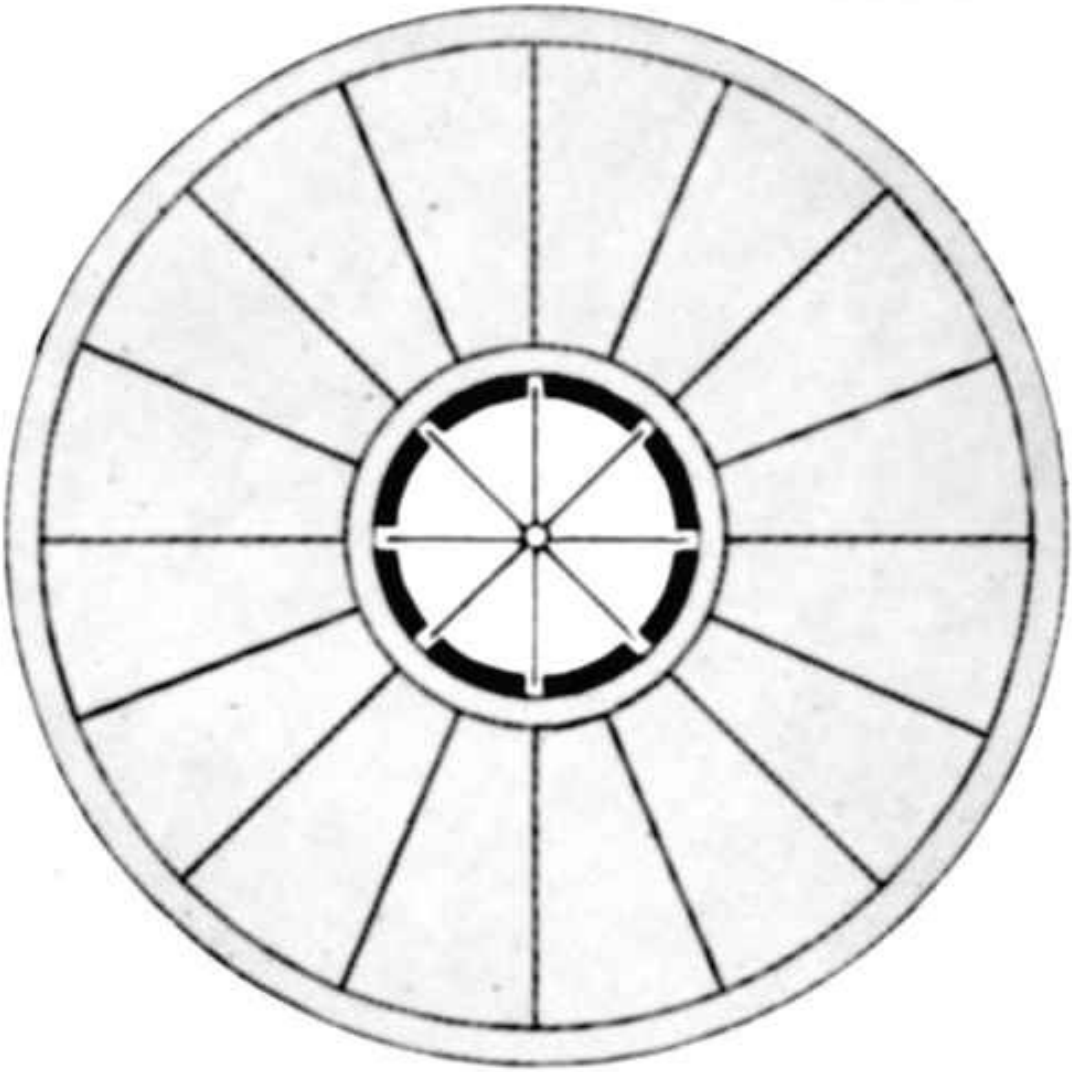


Diagram credit: Major Lusar.

Drawing is enlarged and not to scale.



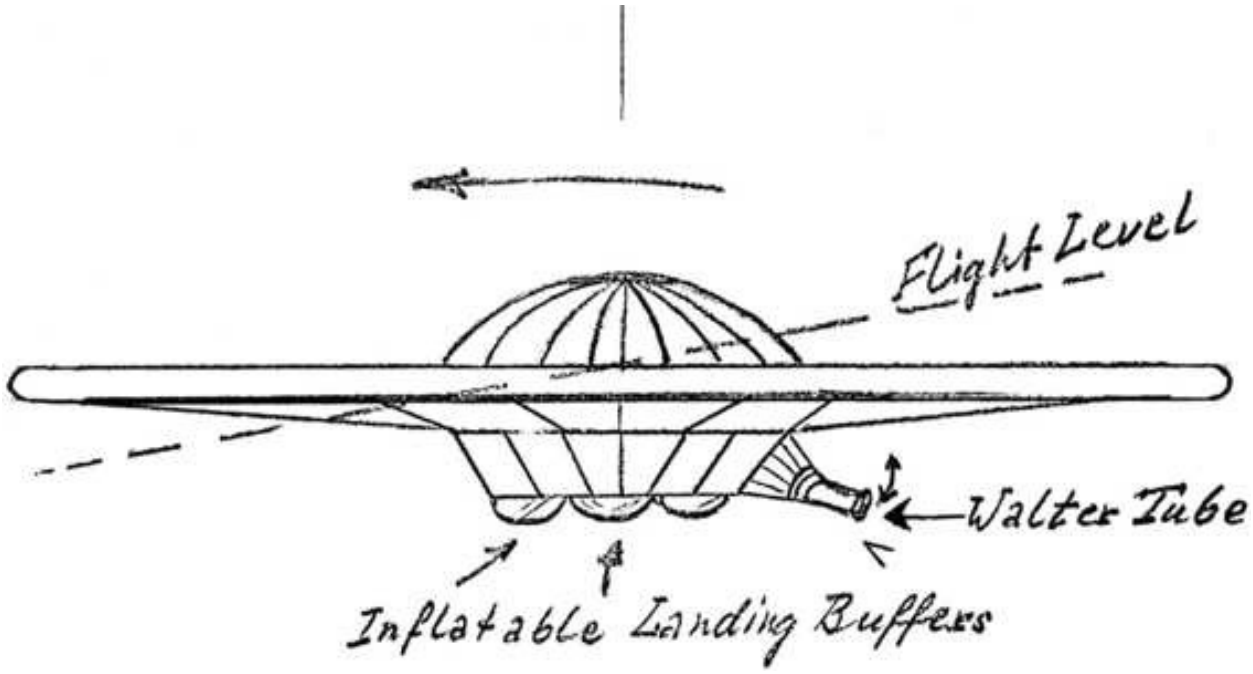
This drawing is from the book of the German military writer,

Rudolph Lusar, entitled: "The German Weapons & Secret Weapons of World War II and Their Subsequent Development", published in Munich, 1964, by J. F. Lehmans Verlag, Munchen, Germany.

First Test Type 1941/42.

Schriever-Habermohl Flying Disc

(NOTE: Hand drawn from Hermann Klaas original, by Carl F. Mayer. Not to scale.)

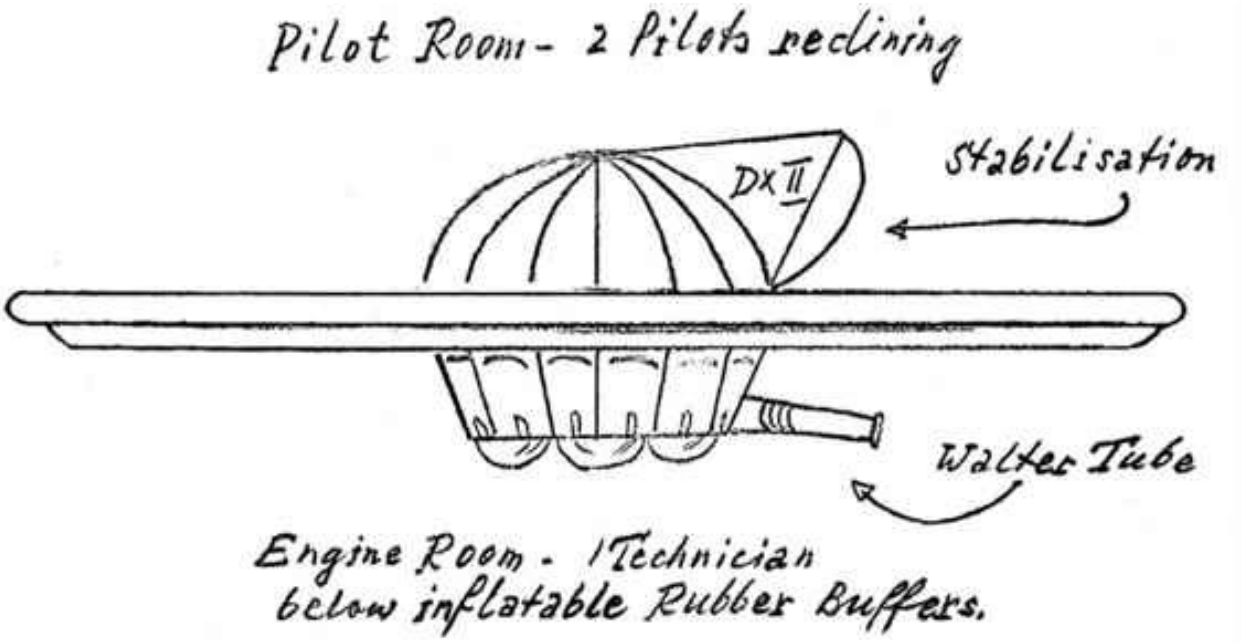


This first, fully flightworthy vertical starter possessed the same flight characteristics as the last proto-type of 1943/45, but it had difficulty with the stabilization. Wing-blades of the "Flywheel", located within the "ring rim", were adjustable to variable pitch. Fuel was not sufficient for long flights. Pilot sat reclining, like always, later was lying down. Below was a mechanic (Technician) for flight start.

Last Proto Type 1943/45

Schriever-Habermohl Flying Disc

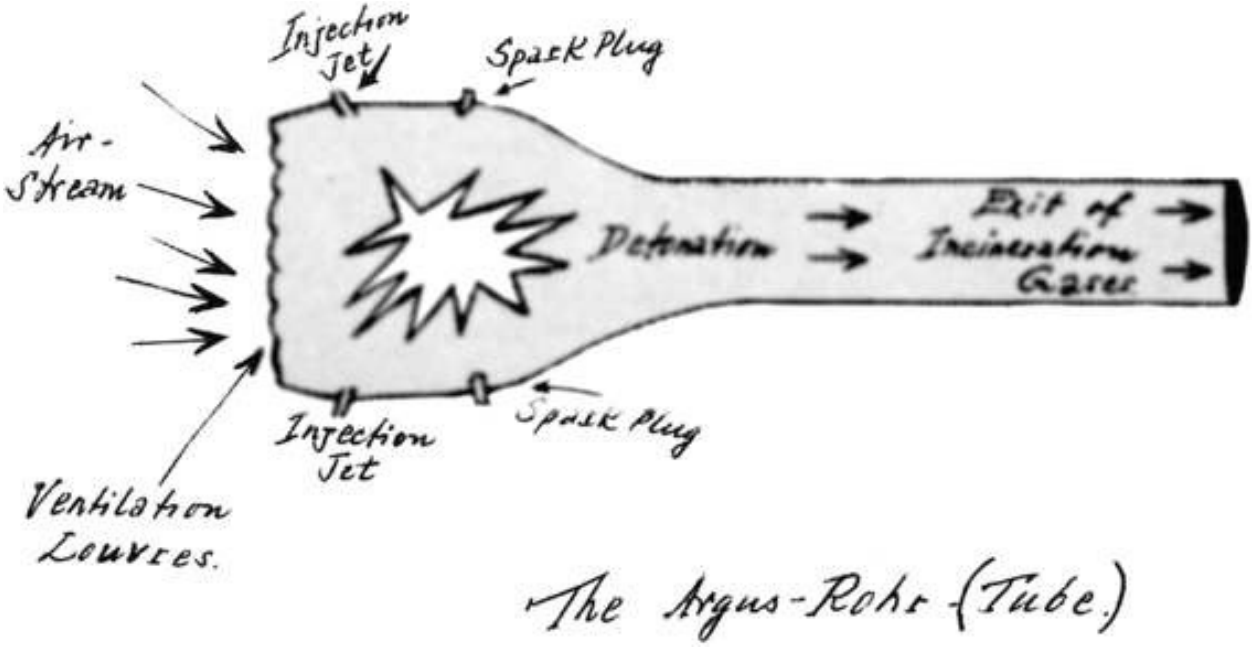
(NOTE: Hand drawn from Hermann Klaas original, by Carl F. Mayer. Not to scale.)



On February 14, 1945, this type of craft, a vertical starter disc, attained in 2.4 minutes the exact height of 12000 m, and horizontal flight-speed of 2000 km per hour. Fuel problems were not yet solved then, because of “competition” with the V-rocket series. Note stabilization fin and Walter Tube. The “Walter Tube” had additional functions besides providing side stabilization. It also assured instant thrust at takeoff as well as during horizontal flight. This

takeoff as well as during horizontal flight. This craft carries 2 pilots in pilot room and a mechanic below.

THE ARGUS-ROHR (TUBE)

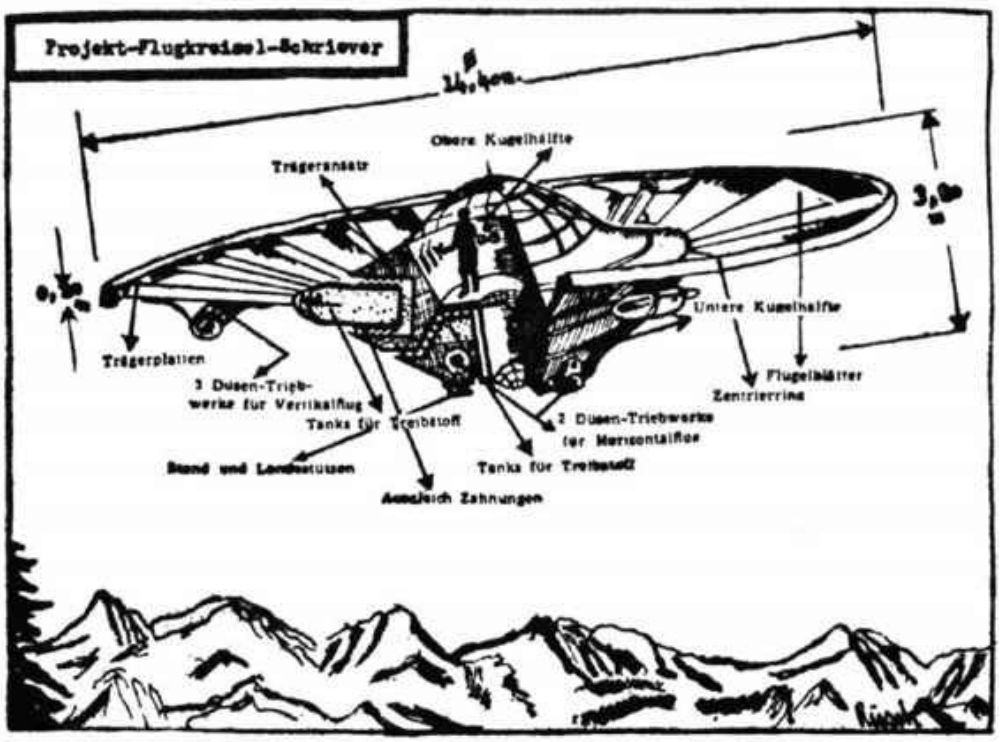


(Diffusion Radiation Fuel-Power-Pack)

This Tube or power pack produces detonative incineration. The best known and until now the only example of this device is this Argus Tube, which was used during the war as motive power for the V-1 (Buzz-bomb).

The Argus Tube operates as follows: Through the ventilator-louvres (see sketch) which are built exactly as the window-louvres in Hotels for ventilation, compressed air is injected or blown in. At the same time special fuel material is sprayed in and the mixture is sparked by some sparking apparatus or sparkplugs. It will then burn up by detonation, actually so fast that the air of the surrounding enclosure has no time at all to escape or move aside. This is especially true of the rear, which is a tube remaining open. Before detonation, the ventilator-louvres become closed. Upon detonation, a super pressure of considerable amount is created in the Argus Tube. The incinerator air escapes and streams toward the rear. The form, shape and size of an Argus Tube must be so designed and laid out that the pressure wave exiting at the rear will not destroy or burn any surrounding parts or extensions. The pressure wave is tough and like a solid wall, and can break steel plates up to 30 centimeters thick. As you can realize, this principle is utilized by the Flying discs to give them “instant push” during vertical takeoff, etc., however the discs use the Walter Tube rather than the

Argus as it is more effective.



Das ist die Konstruktionszeichnung (Querschnitt) für die „Fliegende Untertasse"

A drawing from some German newspaper, sent to Hermann Klaas by an acquaintance. Shows a cross-sectional view of Schriever-Habermohl Disc.

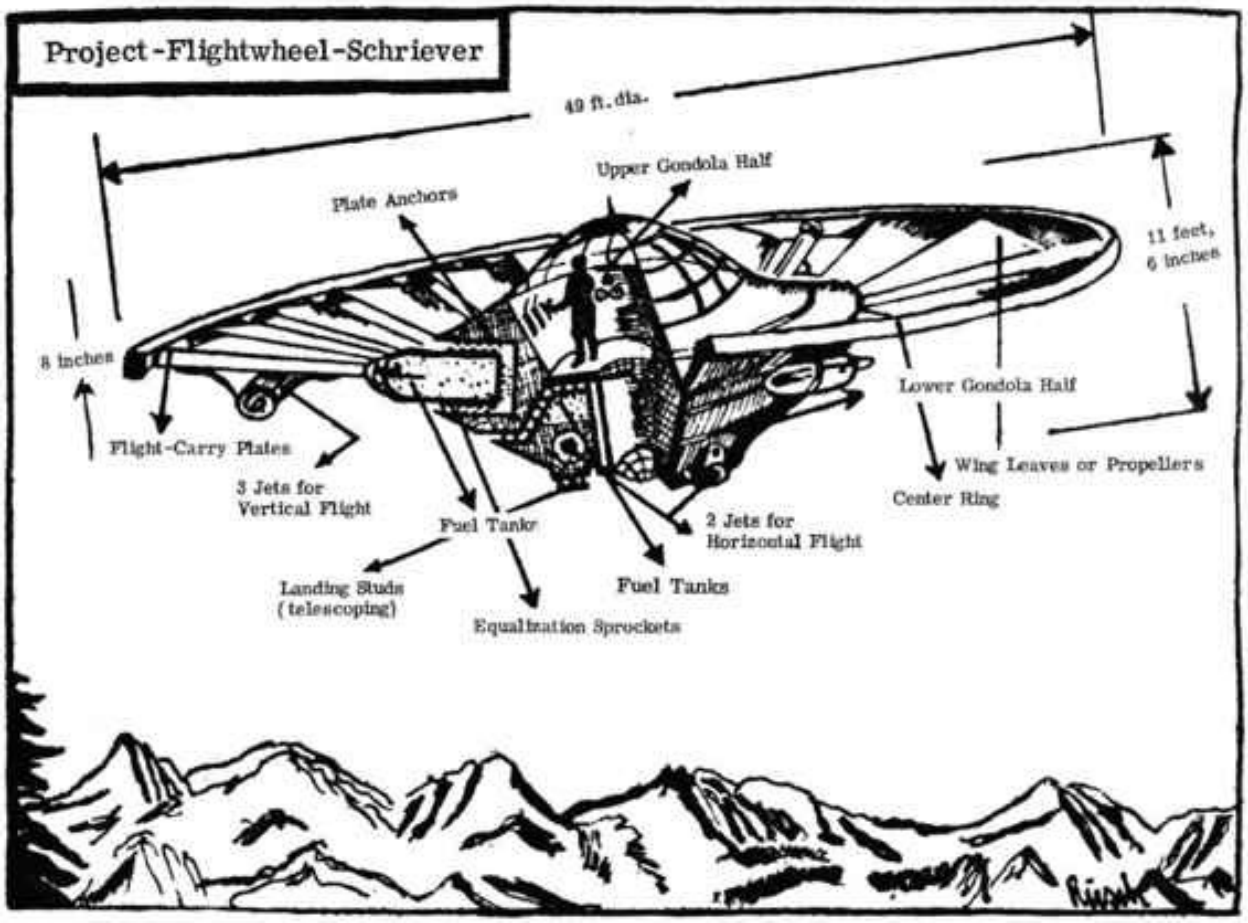
As Klaas explains in a further chapter, “How to Fly Discs”, best position for pilot’s body during takeoff and abrupt maneuvers is reclining or lying down in specially designed seat or tub, that is rotatable a full 180 degrees.

By means of Rotor-Ring Jets to spin the great Circle-wing, plus two push jets located below the wing on the lower half of the gondola, and by controlled fuel supply one can steer this flying machine.

According to Hermann Klaas, the Engineer Dr. Helmut Walter, who invented the various “Walter Power Tubes”, developed the so-called “Walter Jet Tube” for these “push jets”. It is similar to the Argus Tube (see the sketches) but is more effective, and delivers “Sofortschub” (Instant Push). These Walter Jet Tubes serve as excellent steering jets.

Schriever’s “Flugkreisel” design possessed somewhat conically positioned wing leaves or propellers. On the earliest model, stability was not as expected, but otherwise the craft flew excellently. Later on, flywing end-jets were

but otherwise the craft flew excellently. Later on, fly-wing end-jets were installed, so that these remained within the great outer rim, giving off their hot air exhausts diagonally downward. The above picture, with English captions, and enlarged, appears on the following page.



This is the construction (cross-section) of a “Flying Saucer”.

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* FLYING BOTTLE. In 1955, the New York World -Telegram reported that eyewitnesses (more than 1000) have seen a strange, bottle-shaped craft flying over the Afghan corridor. They said the Soviets are testing the aircraft at a secret base north of Afghanistan.

CHAPTER 6

German Secret Bases

The National Police Gazette said it.

"Hitler is Hiding in Bogota, Colombia - State Department files Reveal".

The June, 1968 issue of that news magazine featured that story. It was accompanied by a photo (early wartime) of Adolph Hitler, on the cover.

According to George McGrath, long-time reporter for the Police Gazette, he was given access to official documents contained in State Department files. These documents were dated July 2, 1948, and are purportedly based on eyewitness accounts of two men who helped Hitler enter Colombia and hide there in seclusion after his Third Reich government had been defeated.

With Hitler were several scientists plus a Luftwaffe major.

The German scientists, on their arrival in Colombia, had with them the tech plans of several "secret weapons" which they permitted no one else to see nor handle at any time.

The article is quite revealing. Not that I am interested in searching for Hitler, because I am not. But, as Gray Barker* well known UFO researcher once remarked in his column, "Chasing the Flying Saucers" (credit Flying Saucers magazine, Ray Palmer editor) quote: "The similarity to terrestrial means of propulsion is one of those things which keep us continually questioning the theory that all saucers come from space." What had caused Gray Barker to say that, was the fact that he knew of several instances in which people reported seeing landed or hovering saucers using some form of JET POWER. For instance, one saucer was seen by a woman in Marlborough, New Zealand, as it

hovered at about roof-top height. Two rows of jets around the middle of the disc shot out orange-colored flames. They appeared to revolve in opposite directions.

In addition to such evidence, there is Hermann Klaas' considered opinion that, in the Southern Andes of South America, "there seem to be some of the former Germans who continued research and building (of discs), exactly as they did in Egypt, India and Red China." On top of this we have another fact to recognize, namely that in recent years South America has been a veritable "hotbed" of UFO activity, sightings, landings, *etc.* Some sections of Mexico have also been especially active in a similar way.

Furthermore, why did the pilot of the flying disc which landed on a highway (Interstate #77) near Parkersburg, W. Va., make the curious statement he purportedly did make to Woodrow Derenberger on Nov. 4, 1966? After blocking the highway so Derenberger's car could not proceed further, the man from the disc talked to him for some ten minutes. He told the startled Earthman not to be apprehensive, as the "country" he (the saucer pilot) came from "is much less powerful than the United States." If he came from outer space, why didn't he say "planet" instead of "country"?

Derenberger claims he got a good look at the craft, that it was unlighted, charcoal gray in color, and apparently made of some kind of metal. "It was shaped something like an old kerosene lamp globe, having a flat bottom and a dome-like top", he said.

The physical specs of the "spaceman" were quite terrestrial. "six feet tall, 35 to 40 years old. Weight about 185 pounds."

It doesn't take too much logic to match up all of the above data with something that could easily have come from Earth, from some "country" on Earth! The saucer matches the German design, dome-like top and all.

As to whether or not Adolph Hitler and his aides may still be living somewhere in South America, at the present time (1968), I will only suggest that nothing is too amazing to be true. Earlier stories which appeared in the National Police Gazette have emphasized Argentina, as a probable locale of the Nazi remnant. Patagonia, which happens to be a region of considerable size with terrain of the most formidable kind, has been pointed out.

Barry James, writing for the San Francisco Chronicle dated Saturday, June

23, 1962, mentions a unique fact about Argentina. In a news story entitled “Buenos Aires is Talking About the Unworldly Visitors”, he says: “A woman in the Argentine province of La Pampa is in a mental hospital suffering from shock after seeing a visitor from outer space. . .

“ . . . The woman’s farmworker husband says he arrived just in time to see the saucer disappearing and found his wife in a state of collapse...

“ . . . Incredible it may be, but this is only one of a crop of weird tales that have occupied the pages of all major newspapers in this city. The country is afflicted with flying-sauceritis. . .Ariel Ciro Rietti, for example, the president of the Commission for Observing Non-Identified Flying Objects, has publicly declared the commission’s readiness to investigate any flying saucer reports.

Argentina is a veritable hot-bed of saucer reports, and June, 1968, gave us this remarkable "story".

THE PHILADELPHIA INQUIRER, WEDNESDAY MORNING, JUNE 19, 1968

Argentina Excited by Report of Flying Saucers

BUENOS AIRES, Argentina, June 18 (Reuters).—A reported sighting of a flying saucer by a veteran Argentine state airline pilot has caused excitement here just after reports of a mysterious "space kidnaping."

Newspaper reports June 4 and 5 told of an Argentine couple said to have been plucked with their car from a quiet country road near here and deposited in Mexico, almost 5000 miles away.

No confirmation of the story could be found, but wide interest was aroused.

Soon after, Aerolineas Argentinas pilot Ulises Tiviroli, 34, said he sighted a long, bright cigar-shaped object that flashed yellow and red at both ends near the southern tip of Chile.

The sighting, in a part of South America where scores of unidentified flying objects have reportedly been spotted in the past, added fuel to the arguments of those who believe there is some truth in the couple's alleged space ride to Mexico.

Everyone is talking about it. Police said they were investigating. The Argentine Foreign Ministry told reporters it knew nothing about the matter.

According to the Buenos Aires newspapers La Razon and La Nacion a couple named Vidal were driving home in the little town of Maipu in the dairy-producing Province of Buenos Aires after dining with friends.

They ran into fog and claimed they remember nothing else until they awoke in their car on a dirt road in the interior of Mexico 48 hours later. They could offer no explanation for their mystery voyage, the papers said.

Two days later, the reports continued, another family in Maipu received a telephone call from the Vidals, who said they were at the Argentine consulate in Mexico City and would return home within a few days. After their return, Vidal told friends he was warned by the consulate in Mexico City to keep silent. Then supposedly he disappeared.

Vidal reportedly found the body of his car scorched by extreme heat but otherwise in perfect working order. The papers said the car was taken to a research laboratory in the United States.

All efforts to trace the Vidals in Buenos Aires have failed.

The Argentine consul in Mexico City said the reports were "absurd" and U. S. Embassy officials said they knew nothing about the incident.

Experts in the field of extra-sensory perception and believing in unidentified flying objects enthusiastically gave their opinions.

La Razon quoted Alejandro Eru, secretary of the Argentine School of Parapsychology, as saying there have been at least three similar cases in Argentina during the last 25 years.

He claimed that six years ago, a truck driver was whisked 1400 miles from Bahia Blanca in the south to Salta in the north when an unidentified flying object caused him to pass out for 10 minutes.

The mystery aroused much debate.

Some argued that it is all a big hoax, others that it is proof of spacemen visiting earth.

“Rietti’s theory is that the saucers are manned by visitors from outer space who put down in Argentina to refuel. ‘It’s logical,’ he said, ‘All reports of seeing flying saucers come from a triangular area bounded by the cities of Bahia Blanca, Cordoba and Salta. I believe that the saucers come down in this locality to refuel. We do not know what they use to propel themselves, but I theorize it is some kind of combustible. I feel it is not unreasonable to surmise that they can obtain some substance there that we know nothing about.’

“Rietti’s theory as to who mans the saucers and why: ‘Beings from unknown parts of the universe are endeavoring to explore the Earth. They are the reply to man’s attempts to conquer new worlds with artificial satellites and manned space capsules.’ “

Perhaps this theory is right.

However, in this instance I personally doubt it. Notice how these particular saucers favor Argentina. More curious is Rietti's idea of the need for "interplanetary saucers" to replace their combustible fuel there. If this is really true, we have to conclude that these "visitors" ARE NOT CENTURIES AHEAD OF US, insofar as vehicle propulsion systems go, but obviously only a few years! As you may recall, those earliest "Jet-pusher Discs" that the Germans built, also had fuel problems. Those jet-powered discs even then were capable of tremendous speeds, which quickly ate up FUEL SUPPLY.

Exceedingly curious too, is the fact that in the months immediately prior to Kenneth Arnold's famous sighting of nine discs near Tacoma, Washington in 1947, the "saucers" were already being reported in SOUTH AMERICA!

What are Mayer's thoughts on this?

"I am sure that in South America and South Africa are German interests that operate minus Government angles. One Chilean already claims to have originated a flying disc, and applied for a patent. Chile is next to Argentina, as you know, and in the southern Andes these 'Nazis' are supposed to be. In South America the climate is much better than it is for example, in Antarctica (where some theorize the Germans have a secret saucer base hidden beneath the ice packs, a la Richard Ogden) or, for that matter, the Andean climate is superior by far to Russia's northern Siberia, Taymyr Lake, etc."

On October 10, 1964, the popular Munich weekly, "Neues Zeitalter", ran another article by Jan Holberg, who as you know, is interested in the discs. In his article, Holberg stated that it came as no real surprise to him to learn that earlier "UFO" reports stemmed from South America, and that the area involved was Patagonia, with an adjacent flight pattern of Italy to Central Africa, then South Africa.

"The development of the flying discs invented by scientists Schriever, Habermohl, Miethe and Bellonzo, stood - - at war's end --in the prototype stage, JUST BEFORE MASS-PRODUCTION OF THE DISCS WAS TO BEGIN," said Jan Holberg. (caps mine, M.) "If the German Luftwaffe had been able to produce these things in time, they would have in all probability attained AIR-MASTERY over their foes."

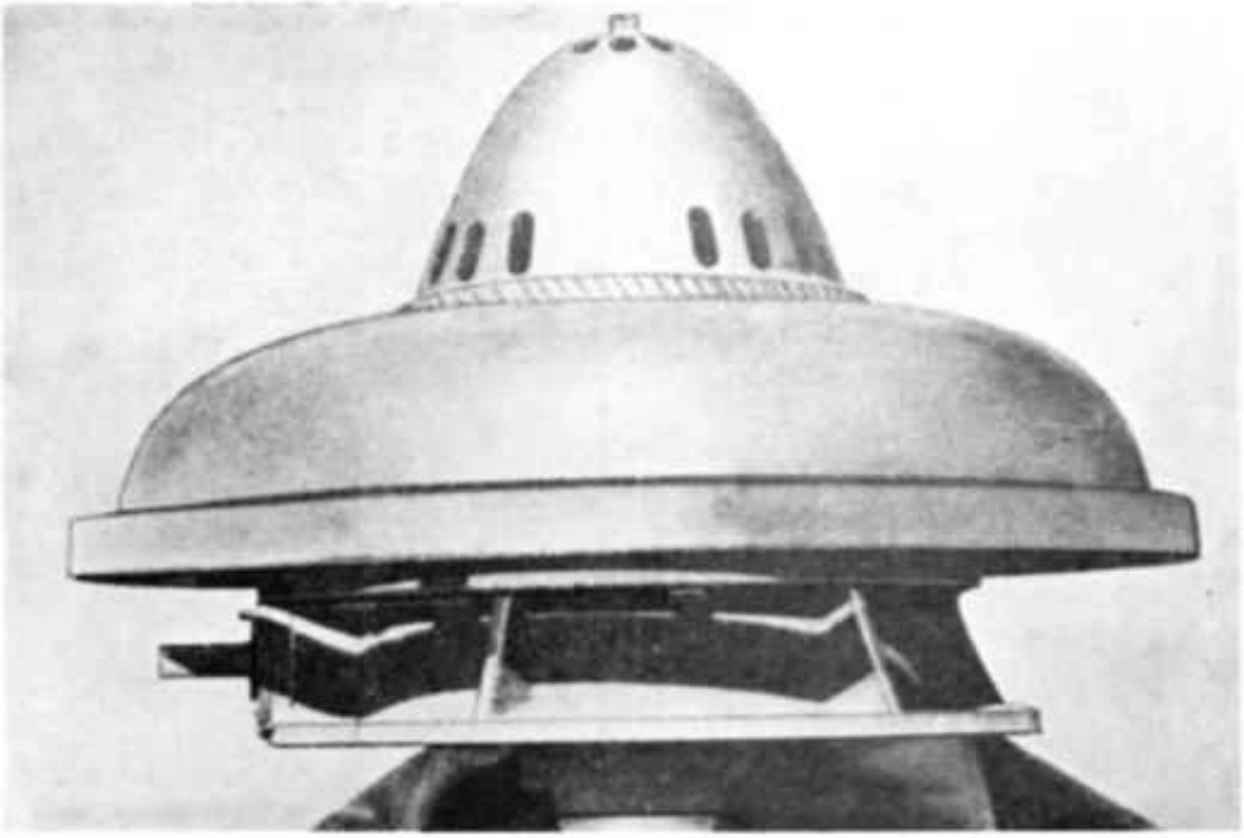
Putting two and two together, we might reason that the possible answer for such a flight path as Jan Holberg revealed, is the following:

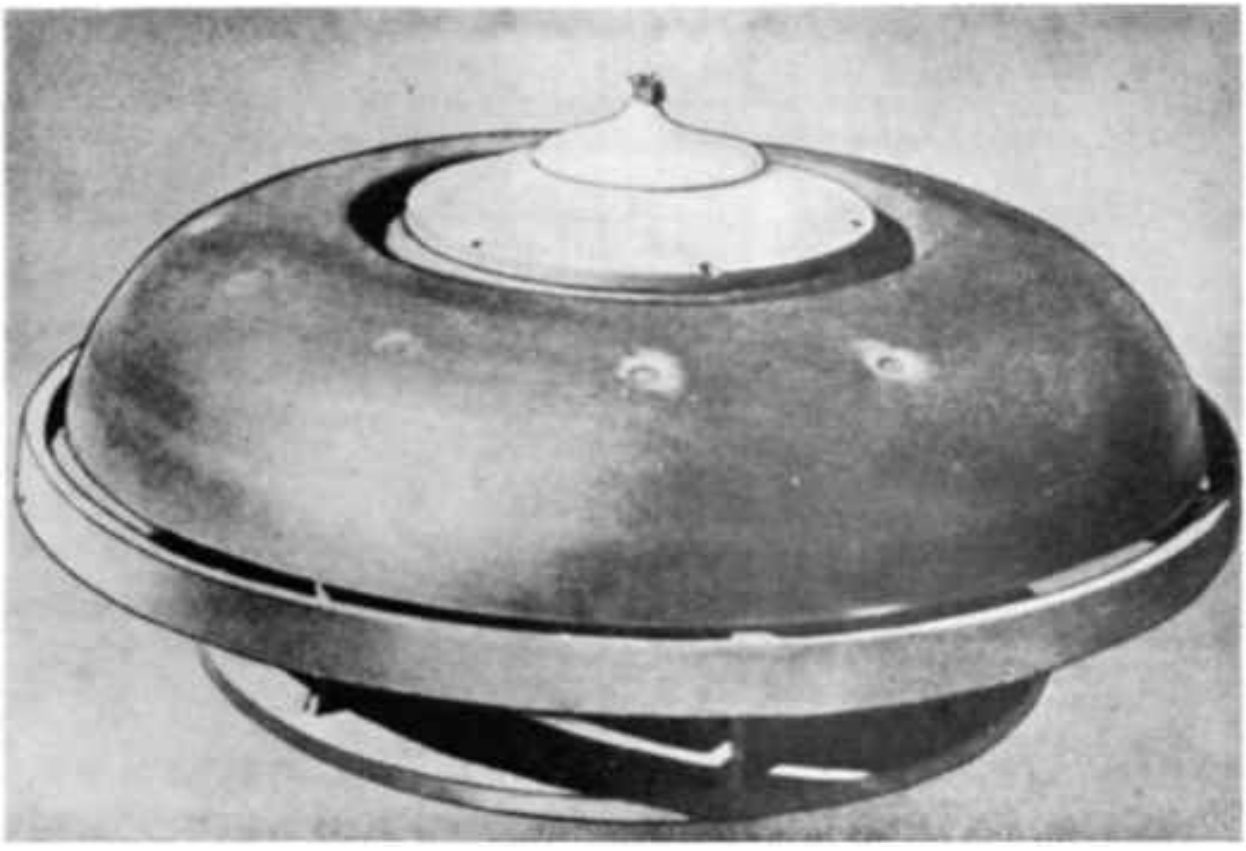
In secret “Saucer” bases, hidden in the wilds of South America, South Africa and elsewhere, German scientists are busy assembling large-size flying discs. All work is done in secret underground factories, just as during World War II. (as at Nordhaussen, Traunstein, Bleicherode, etc.) However, actual parts for the discs aren’t made at the bases, but manufactured by independent companies in the United States. Each company makes a different part, but has no idea what that part will be used for. All parts are subsequently shipped by each company to some office in South America. From there, the parts are sent to the various secret bases. As Richard Ogden has suggested, the Germans may have perfected an Electro-Magnetic powered Saucer since 1947. Based on Vikton Schauberger’s work, for example.*

Even the nine discs sighted by Kenneth Arnold could have been from this postulated ultra-secret base in South America. Klaas has stated that those specific nine discs did NOT come from Germany. Obviously this would be true, since the discs are no longer being manufactured in that country. But that they may have originated in South America, is a very strong possibility, inasmuch as Arnold estimated the size of those discs as 100 feet in diameter. (the large-size German Disc was 138 ft dia.) Speed was judged to be somewhat faster than 1200 mph. (easily within the speed range of even the very first prototypes of 1944/45). The scientists at the base could quite feasibly have put together nine flying discs in the two years since 1945. (just look at how many complete airplanes Boeing can put out in TWO WEEKS! Or how many cars GM manufactures in a mere two weeks time !) It would be difficult to persuade me that the highly industrious Germans could not build nine flying discs in two YEARS. . .provided they could finance the project.

Those discs, by the way, could have been ray-guided from the base, thus maintaining perfectly spaced distances between each disc throughout their flight. Without such electronic guidance, the pilots could not have kept such perfect spacing, for it is even more of a problem for jet pilots to maintain spacing in flight than it is for the piston-pusher pilots. By installing television equipment in the discs, they could be sent to any desired spot within the fuel-flight-range capability -- minus any crew at all.

Photo from Vienna.





SCHAUBERGER'S EXPERIMENTAL MODELS OF FLYING SAUCERS MADE FROM COPPER. BUILT IN 1940 BY KERTL CO. IN VIENNA.

At war's end, the Americans rushed Intelligence officers to every one of the German secret research labs and factories they could find in Germany. Then, all places in Europe suspected of containing secret Nazi devices, were scoured. "Special Intelligence" troops went with advance detachments to search out all available industrial documents, blueprints, manufacturing data, and also any military files, etc., that were to be gotten. Russia and England of course, did the same.

But -- and consider this carefully -- THEY DID NOT GET EVERYTHING.

According to Klaas and Mayer, the Nazi government foresaw its coming defeat as early as 1944. So, they planned for that probability by enforcing a policy of "scorched earth" meaning they would destroy all prototypes of the secret weapons, flying discs, etc., BEFORE the Allies showed up. Germany by that time was so overrun with spies and secret agents, no other policy was feasible. In spite of that "destruct" policy, German inventions valued in the BILLIONS fell into the hands of the Allies.

Donald Keyhoe, in chapter three of his book, "Flying Saucers From Outer Space", said that Allied Intelligence men suspected, at war's end, that the strange "UFO's" sighted since 1944 might be German devices. But when they looked for some kind of secret flying machine in the German underground factories, etc., THEY COULDN'T FIND ANY SUCH MACHINE.

Evidently the Soviets had beat the Americans to it, insofar as the plans and models of the German discs were concerned. Prof. Hermann Oberth has revealed that Russia has gotten the plans for the V-7 disc, and a model of it besides ! And Klaas says the Russians, with great thoroughness, picked up every tiny fragment of metal (belonging to destroyed machines) they could find. PLUS THAT, they captured the Disc engineer Habermohl himself ! ! ! When you have got the "goose" you can get all the "golden eggs" you want.

When "UFO" activity picked up strongly in the 1950's (1952 was a high-peak year !) both the Americans and Canadians got worried. American secret agents stepped up their efforts to learn where the discs were coming from. They

knew already that Germany was the source for other missiles of radical design, and quickly discovered that Russia (as Oberth said) had picked up some of the German disc plans, a model of the disc, and the tech men also. So, in 1953 the U.S. and Canada started a crash-program to construct a “saucer-like” flying machine of their own --the Avro-saucer. Seven and a half million dollars later, the Avro project was abandoned “because the craft could not rise more than a few feet in the air with stability”. Now that seems very strange to me, since even I, with a fraction of that amount of cash, and the cooperation of tech men like Klaas, Mayer, etc., could construct a large flying disc for the Air Force, which would outclass and outperform any aircraft they ever had. It would make their conventional jet fighters look slow by comparison. And believe me, some of those jets move fast. But they can’t turn on a dime like a disc can, and never will be able to. You can also be sure that “our” disc would never be “junked” because of INSTABILITY. !

I asked Carl Mayer if he figured the Avro-saucer was only a decoy, something to look at and wonder about while the REAL saucer was kept hidden?

“The Avro-saucer MAY be a decoy,” he wrote, “but I can’t believe that Dr. Miethe would deliberately deceive his new employers with a false design. I CAN believe that the tech help might have been incompetent, as was seen in American missiles. . .too much carelessness. But as far as your other suggestion that the ‘German Luftwaffe might have spirited their prototype discs out of Germany before the Allies got there,’ may I remind you that then the FUEL PROBLEM was still real, including the jet-discs that were in the sky in 1945. THEY COULD STAY UP ONLY SOME 15-20 MINUTES.

“To escape by FLIGHT in the prototypes, they would have had to fly at least to Spain then, better yet to some distant land, Argentina or such. That is unlikely. The fastest way is destruction. What was taken out were prints and drawings and some people that KNEW the work, experts or not. You can always develop a fellow who has the talent into an ‘expert’ later.”

I had seriously considered the possibility that the most practical one of the disc prototypes, that built by Schriever/Habermohl, MIGHT have been flown out of Europe at war’s end and thereby saved from wasteful demolishment. It is still possible that at least one disc got out safely. It could have set a course for either South America or South Africa, refueling at hidden depots along the way. This would be following the flight pattern that Jan Holberg and others have already noted.

noted.

In "Flying Saucers - Serious Business", the late Frank Edwards tells about a most interesting "UFO" case involving the country of South Africa.

It is 1965. Two policemen are driving on a lonely stretch of highway just outside of Pretoria. Rounding a bend, they are astounded to see a shiny, copper-colored disc* with dome and all, sitting on the road and blocking all passage. The disc is about thirty feet in diameter. Stopping their car, the two patrolmen watch in amazement as the disc suddenly starts an incredibly fast, vertical takeoff. It leaves the ground -- NOT BY GRAVITY PROPULSION -- but by use of several small, ROARING, FLAMING JETS? According to the officers, the jet-tubes were short ones and located on the underside of the disc.

(The German-built "Flugkreisel", you may recall, has several small JET TUBES on the underside of the craft, for use in instant vertical takeoff!)

As the disc in Pretoria leaps into the air, the surface of the asphalt road catches fire from the intense heat and burns for a long time after the "UFO" has left the scene.

Imbued with the high excitement of what they had witnessed, the officers draw a descriptive picture of what the disc looked like. A newspaper, "Die Vaterland", publishes the descriptive sketch.

Then a curious thing happens. The South African government officials discover that the incident is being given publicity by the newspaper, and the paper is asked to discontinue any further publication of that "landed saucer incident" and the all-too revealing sketch of the craft.

Another point you may find interesting in connection with this case. The Pretoria disc was copper-colored. I suspect that a good deal of the metal copper was actually used in manufacturing that craft. And where do we find a fabulous, abundant source of copper? Right there in nearby Rhodesia, the region everyone knows is the "copper belt" of South Africa.

Men who are motivated by "Military metaphysics" try their best to keep what they are doing, secret. But there is very little actual "security" in secrecy, as anyone knows who has ever tried to hide anything from prying eyes. All that happens is that fear is increased, the longer the secret is kept. With spies as they are today, it is practically a foregone conclusion they will know what it is you

are trying to “hide” and will somehow manage to “sabotage” it!

If your work depends upon any of the Earthly governments, and especially if you are a scientist and in the employ of the Warlords, then you can depend on it that secret agents from Earthly governments are WATCHING YOU. If on the other hand, you have money reaching you from sources other than the governments, you could do quite a bit of “secret” work, with chances that your work would safely remain a secret for many years. But not forever.

Flying discs are basically weapons. But weapons could also be used in ways other than in direct military combat. They can be used to DETER the forces of aggression that are alive in our world. “These things are WEAPONS of greater impact than the bomb, “ says Carl F. Mayer, “Furthermore, many other things are hooked up with them, and may come as surprises. No secret can be kept forever !!! Of course, it is true that Flying Discs may also be used mainly as transportation vehicles for passengers, much like the sport planes of today. Or designed for space flights.

There seems to be some evidence, however, that discs of German design do fly periodically over South America and South Africa, and there are real cases of sightings wherein the discs seem to be using JET and ROCKET POWER which support this premise. It is not easy to read about “The Smoky Saucers” (chapter 8) without admitting to this unique possibility.

Once you suspect any such secret disc manufacturing today, it is at once necessary to think in terms of “Secret Saucer Bases” for such discs. If any group -- German or otherwise -- do build flying discs they are automatically compelled to hide them in some hangar, the same as aircraft. The bigger you build them the bigger the hangar must, be, and where will you hide saucers that are over 50 meters across? It becomes a real problem.

I suspect, along with Carl Mayer and Hermann Klaas, that a few modern German Discs are secretly quartered in large subterranean tunnels in South America, Africa, and why not? Just look at all those vast spaces ! One base is said to be near the Chilean border in Argentina, by the rugged Andes. The mountains of South Africa could hide other such tunnels. Each base protected, undoubtedly, by extremely sophisticated electronic monitoring devices. Such devices would alert those guarding the bases long before one got near them. This Earth is still rugged enough and innacessible enough in some places that secret

bases could be established quietly and camouflaged from prying eyes.

I have a German friend who knows more than he dares tell about some of these matters. He was a sergeant in the German Army during World War II, and marched from Berlin to Moscow. He was taken prisoner by the Allies as the war crashed to a close, but managed to marry a Russian girl whom he brought with him to the USA after the war. One experience he did talk about to me was his seeing a landed saucer at close range in the Bavarian Forest of Germany while he was a soldier. It was Wintertime and deep snow was on the ground. He came upon the craft quite unexpectedly, and spoke to the men who piloted the ship. They told him to stand back some distance, which he did, while the saucer took off. During takeoff, the snow around the craft for a considerable distance, completely melted to the depth of several feet.

This person, whom we will call "Mr.X", is an electronic technician today, and has sighted "UFO's" (discs) on a number of occasions.

"When the TRUTH about the discs finally becomes known for what it is," states Mr. "X", "it will hit so hard that GREAT NUMBERS OF PEOPLE WILL NOT KNOW WHAT TO DO, NOR IN WHICH DIRECTION TO TURN!"

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* Author of:
THEY KNEW TOO MUCH ABOUT FLYING SAUCERS
* In the June 1957 issue of URANUS, editor Egerton Sykes wrote: "Engineer Vikton Schauberger of the Biological Institute of Bad Ischl, Austria, well known for his 'Golden Plough' and his water purification system, is reported to have built and flown, as far back as 1940, hat and bell-shaped craft -- presumably of model sizes -- made from copper utilizing diamagnetism. A reference to this is in Mr. Sievers' book, Flying Saucer Over SouthAfrica."
* Schauberger's disc models were also copper-colored, as he built them of copper.

CHAPTER 7

Tech Notes on The V-7

The great German scientist, Hermann Oberth -- wartime V-2 rocket expert and one of the pioneers of rocketry -- has stated that the Germans had a "saucer-like vehicle" before the war ended. Prof. Oberth refers to one of these discs as "the V-7".

Prof. Dr. Hermann Oberth and Dr. Frank E. Stranges discussing UFO's at Convention in Mainz, W.Germany.

The V-7, as we have mentioned in a previous chapter, differed in design from the disc designed by Habermohl and Schriever. While their disc had visibly rotating parts, the V-7 did not.

Dr. Richard Miethe and his co-worker, the Italian Bellonzo, were the principal developers of the V-7. Dr. Miethe is now supposedly in the USA and employed in building saucers for Canada and the U. S.

Some of the best data we have on the V-7 was given by Professor Oberth in early 1955, to the excellent British bi-monthly, "Flying Saucer Review". * It consisted of his opinions and conclusions in regards to UFO's. In 1957, author Max B. Miller reproduced those conclusions in "Flying Saucers, Fact or Fiction?", one of the finest books ever written on the subject, but unfortunately now out of print. Prof. Oberth's conclusions then were as follows:

"Various official explanations have been given for reports of UFO's. Here are some of them: (a) Unsubstantiated Rumor, or uncorroborated report, as in the case of George Adamski. (b) Hoaxes, as in the case of the French farmer who let loose paper balloons filled with hot air. Later he said he only wanted the name of his town to get into the papers. (c) Hallucinations or mistakes, like the gleaming dots that were seen in the beam of a searchlight. They obviously did not like being caught in the beam ; and when a second searchlight was directed on to them they were recognized as the light-colored breasts of wild geese.

"Reflections have also been suggested, but I cannot accept this explanation. I cannot believe that an experienced pilot is unable to distinguish between a light on the ground, reflected in the glass of his cockpit, and a luminous object flying above him.

"Mirages also seem to me to be an invalid explanation. They are very rare in our latitudes -- I doubt if one of you has ever seen one. And often the UFO's appear under conditions in which a MIRAGE IS IMPOSSIBLE on the evidence of the weather charts. Apart from that, mirages don't look like flying discs, but like static pictures such as lakes, palms, and castles.

"Other objects Mistaken for UFO's: (a) Weather balloons. (b) Aircraft. Occasionally low flying airplanes which reflected the light have been reported as UFO's. So also have meteors...

<u>"And I think that a German machine, the V-7, and various modifications have been RESPONSIBLE FOR MANY UFO REPORTS.</u> (caps mine, Michael)

"At the end of the war we developed first in Prague, then in Vienna, the V-7 helicopter. This could easily have been mistaken for a Flying Saucer. Instead of having rotor blades like an ordinary helicopter, the V-7 had rotating tubes which released an "exhaust" of flame. As the tubes rotated, the helicopter appeared to have A CIRCLE OF FLAME ROUND IT, and at a distance it looked like a SHINING DISC.

"<u>When it hovered the flame was dark-red and dim. At higher speeds the disc appeared lighter and the flame looked yellowish, then white.</u>

"At its highest speed -- 4000 ft./sec. to 4600 ft./sec/, the V-7 tipped over and FLEW ON ITS SIDE. A significant feature is that it was extremely noisy in flight, and produced a thick trail in the stratosphere.

"The V-7 certainly does not explain UFO reports before the end of the war. (evidently this refers to the "foo fighters" seen over the Rhineland and in the far east. . .also refers to the "ghost rockets" seen over Sweden then.)

"This behaviour (of the V-7) corresponds with many reports of UFO's. There have been a number of sightings of objects which change color as they increase speed, and leave condensation trails. (NOTE: You may refer back to this data later when you are reading about "The Smoky Saucers"--Michael) Russia has now obtained the PLANS AND A MODEL OF THE V-7, AND HAS BUILT SOME MODELS OF HER OWN WHICH COULD ACCOUNT FOR SOME UFO REPORTS. (caps mine, M.) France is also building a similar machine. America denies flying a V-7-type machine, but a number of American reports of UFO's correspond with descriptions of V-7's.

"Air Technical Intelligence Commission, the American official department for UFO reports, had collected 3200 reports up to 1952 (after this time their work became secret). Of this number just over 50 percent could be explained by the things I have mentioned -- wild geese, hoaxes, weather balloons, the V-7, *etc.* A further 40 percent, though not identified, were so similar to the first group that they too, were probably hallucinations or terrestrial objects.

"But just over 9 percent remained unanswered by any of the above explanations. (NOTE: This figure dropped to 7.7 with the passing years.)

"The Swedish physicist, Prof. Benedicks suggested that this small percentage was due to BALL LIGHTNING, but his theory postulates characteristics of ball lightning most of which are quite contrary to observations of its normal behaviour, duration and size. Naturally, anyone in attempting to explain such phenomena is entitled to make such assumptions as he feels necessary. But in that case it is really up to him to prove that his assumptions are justified. In the absence of such proof I do not personally accept these assumptions.

Prof. Oberth's Explanation

"My own explanation of the UNSOLVED percentage of UFO's is that they are machines built in some place other than Russia and countries on the earth. (This is my personal opinion; it is not made in any official capacity.) Just as mankind is preparing for space travel, there may well be beings on other planets who have already discovered a means of doing so.

“I do not, in fact, think that Russia is building any UFO’s at all; on the contrary, I believe they originated exclusively from outside the Earth, for these reasons:

“ (a) Observations suggest that Flying Saucers are able to suppress the force of gravity, and I do not think that anyone on Earth has yet found the means to do so.

“ (b) If they were a Russian secret weapon, it is hardly likely that the risk would be taken of allowing one to be shot down and captured by the Americans. The possession of such machines would make it possible for the Russians to build gigantic telescopes in the universe which would magnify a millionfold. Placed at a height of 26, 400 miles above the center of the Earth, they would take exactly one day to circle the Earth once. They could bring the Earth’s surface as near as some 40 miles and entirely replace reconnaisance flights over large U.S. towns and arms centers.

“ (c) Not one single crash or crash-landing of UFO’s has so far been officially reported. This would be the first time in history a new machine had such a record. At Peenemunde in 1942 only one rocket out of four flew as desired, and even in 1944 only 80 percent of all V-2’s reached their objective. Twenty percent did not ignite, or else exploded on the way, or did not follow the desired route.

“The safe working of the UFO’s -- in conjunction with a long history of reports - seems to suggest a very old invention which has long since disposed of its teething troubles.

“Having weighed all the pros and cons, I find the explanation of flying discs from outer space the most likely one. I call this the “Uraniden” hypothesis, because from our viewpoint the hypothetical beings appear to come from the sky (Greek: “Uranos”).

“There seems to me to be so far only two worthwhile objections to this theory. --:

“ (a) It is true that within our solar system perhaps only Mars, apart from the Earth, supports life as we know it. But it has been said that if Mars had highly intelligent inhabitants, there would not be desert over two-thirds of its surface. This need not necessarily be true. Perhaps these deserts could be more

valuable to them than pasture land. A hundred years ago, when a farmer came to town for the first time, he said he would like to know what the townspeople lived on, as he had not seen a manure heap in front of a single house !

"On the other hand, our solar system is not the only one in the universe. The Milky Way alone has 50,000 suns like ours, and 40 percent of these, according to latest astrophysical information, are surrounded by planets, as our sun is. And there are 500,000,000 Milky Way systems !

"The problem here is the length of time it would take the Uraniden to travel from one Milky Way system to another. But modern physics claim that Time is a relative conception, so that it could be possible for a spaceship to dash for centuries through space without its passengers becoming noticeably older ! (NOTE: This concept is supported by Prof. Auguste Piccard, famed stratosphere and deep-sea explorer. Piccard believes space travelers of the future will go on trips lasting several thousand years and return to Earth without aging. His view is that round trips to distant solar systems will eventually become possible in spaceships driven by the force of light. - M.) Now let us consider the second objection to my Uraniden theory, objection (b).

" (b) The second objection which has been made is that the passengers of Flying Saucers do not appear to emerge and say 'Good-day' to us. My answer to that is that they probably don't think it is worth bothering to do so !

"These, then, are my conclusions on Flying Saucers. But you must remember that a scientist works in a special way. First he collects observations. Then he sets up a hypothesis. He says if we assume this and this is so and so, then this would explain the phenomena under discussion. Whether a hypothesis is really true can naturally be determined only by further research. Other scientists may certainly set up other hypotheses as explanations of the phenomena, which they feel more probable.

"I can only say: based on what I know today, I believe the Uraniden hypothesis to be the most probable answer to the unexplained percentage of UFO reports." **********

COMMENTS: Prof. Hermann Oberth is unquestionably a great scientist, and moreover, a fair one. In the statements made above, he does not hide his recognition of the German-built "V-7" saucer (nor modifications of it). He even admits that the V-7 is almost certainly responsible for many UFO reports. Moreover, that other nations are experimenting with the constructing of flying

discs. Please notice especially that Prof. Oberth plainly states that Russia has now obtained the plans and a model of the V-7, precisely as Klaas has been pointing out. And Oberth says Russia has built some models (prototypes, he means here) of her own which could account for UFO reports, to some extent.

Beyond all this, Prof. Oberth sees the universe as a vast, open-end manifestation of creative intelligence. Some of which, he concludes, could come from "outside" of our Earth planet or Solar System or even our Galaxy.

To put it another way, he is certainly not saying that, "There are no saucers except those that Germany has been secretly constructing from the year 4,000 B.C."

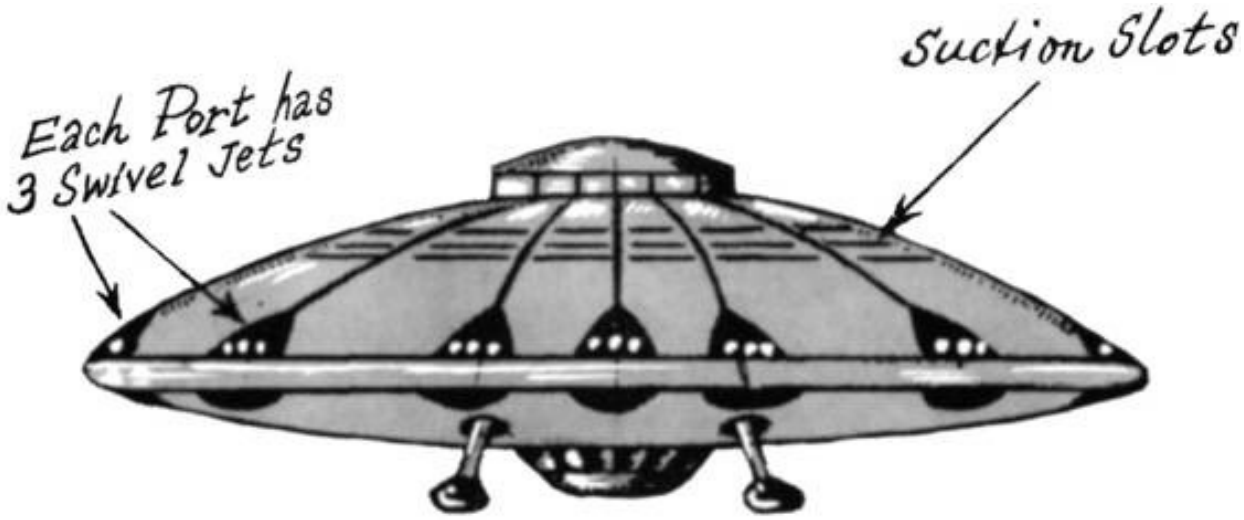
We should, however, recognize the fact that Oberth, like von Braun at Huntsville, are not exactly in the best position to tell everything they know about flying discs. In certain classified areas of research their lips are either sealed or carefully guarded. Even then, at times, truth LEAKS OUT.

Russia, of course, isn't building any "UFO's" and neither are any of the other countries of the Earth. They are all building FLYING DISCS. That is no secret. The big secret is, the kind of propulsion system each is using to motivate the discs. (remember Germany's 'anti-gravity' tests in the Black Forest!) Also, Klaas reminds that a ban was issued against firing at discs.

BELLONZO-SCHRIEVER-MIETHE

First Type

(NOTE: Hand drawn from Hermann Klaas original,
by Carl F. Mayer. Not to scale.)



Diameter: 12-40 meters, according to strength and amount of the aggregate, motor and the screw-blades, including wing types.

Outer Construction: Titanium sheets of various strengths, all according to expectation of friction heat. Or: modern fiberglass plastics plates, preformed.

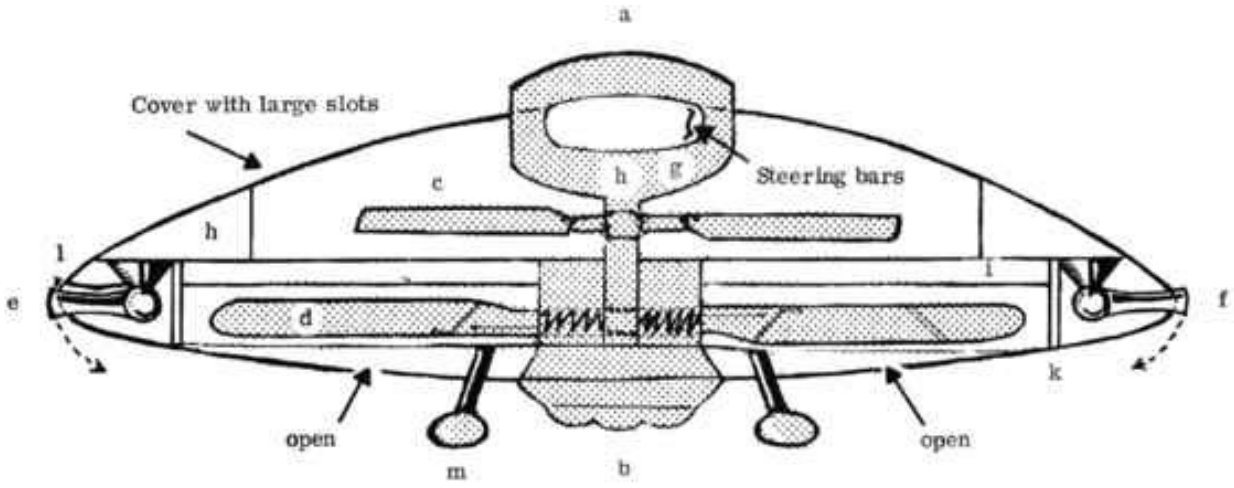
Inner Construction: Light metal, including preformed plastic material. Lower part: (between letters h-h) open, as against preformed cover above it, round about up to the section limits. Lower cove hangs solidly on horizontal carry-bars, so that effect of flight-wing screw has to surmount only small air-resistance.

Fresh Air suction: Either open ring above or larger suction slots. This will depend on motor power and diameter of the Flying Disc.

This type of Flying Disc was developed from the first test

type of 1941/42, which also used the COANDA EFFECT. Crew capacity is three men. The outer circular wing area is non-rotatable. Twelve swingable jet-assemblies propel this craft. This V-7-type machine was built by Dr. Miethe and his co-workers. Coanda-Effect is essential for vertical starts, hence jets must be in FULL-SWING position. Speed -- 4000 ft./sec. to 4600 ft./sec. Later, rocket batteries were also built in to supply increased thrust. please turn page

Design and Construction



*a - PILOT COVE (round-flat) for 1-2 pilots in sit-lie (reclining) position with steering columns right and left to such. Foot steering in front, plus pressure support for braking maneuvers. Visual circle INFRARED search apparatus and screen on front cupola rim. The same installation also in the "Mechanics" (technicians) cove below on the front rim line, so that "ALL-SIGHT" is possible during darkness as well as fog conditions.

*b - MECHANICS COVE (round-flat) with inflatable Rubber buffers for shock absorption during landing operations, with above mounted sit-lie (reclining) positions for radio and radar men in a sort of "tub", which can be so arranged that all service operations can be reached perfectly. During sudden steering and flying operations, this "tub" snaps back into position automatically.

*c - SUCTION-DRAW-SCREW.

*d - FLIGHT-SUPPORT WING SCREW, on motor block platform, turning counter-revolutionary.

*e - SIDE STEERING JETS, movable 55 degrees downwards.

*f - FRONTAL BRAKE JETS, movable as above side jets.

*g - FUEL TANK, for motor starts.

*h - FUEL TANKS, for rear and steering jets, including in-between-mounted tanks for oxygen and quicksilver supplies, *etc.*

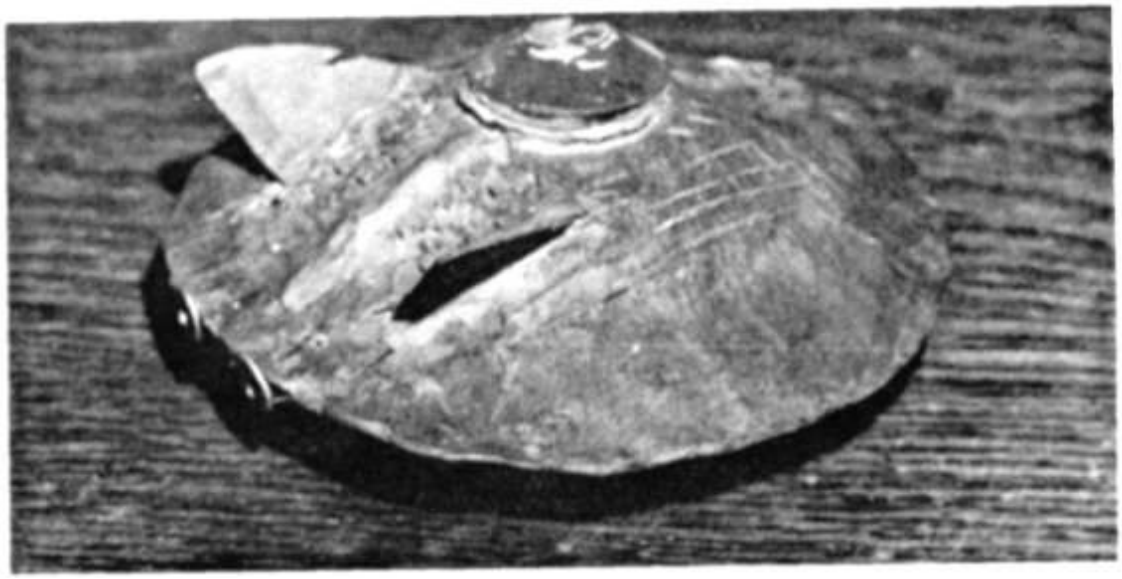
*i - MAIN CONSTRUCTION SUPPORT-RING, with suitable stress beams.

*k - SEPARATION SECTIONS, for rear and steering jets, also for regulation equipment items.

*1 - LARGE REAR JETS, with fire chambers, *etc.*

*m -LANDING STUDS, extension telescoping type supports for landing, extend below the inflatable rubber mats.

©



Klaas' Newest Model of Type 3 Flying Disc.

According to Klaas, for remote controlled models the diameter should be at least 2 meters. Final prototype can be from 12-40 meters across, according to the strength and amount of the entire assembly, motor, propellers, including wing propeller types. Outer construction of prototype: Titanium sheets of various strengths, all according to expectation of friction heat. Or: modern fiberglass plastic plates, pre-formed. Note slots on outer surface. Angled jets on the flight wings create lift effect which is enhanced by the draw-propeller's airstowing action. (inside disc) To be a true Scientist, one must love

Truth for its sake alone, and place that Truth above self, family, Nation... or even the Earth itself.

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* FLYING SAUCER REVIEW,
21 Cecil Court, Charing Cross Rd. London W. C. 2, England.

CHAPTER 8

The Smoky Saucers

We know that the first German discs were JET-powered. We also know that jets are usually smoky. Noise and flames are part of the picture too, according to Prof. Oberth. With some modifications, noise, fire and smoke can be minimized as we noted previously, via Coanda-Effect and re-cycling of the exhausts.

However, these specific features: noise, fire and smoke, do indicate that a certain means of propulsion may be in use, namely: JET/ROCKET POWER.

Now: IF any earthly group of scientists/constructors were able to secretly continue manufacturing flying discs based on those German Disc plans and designs (early types were jet/rocket pushers) they'd have SMOKY SAUCERS.

Logically, also, true interplanetary beings -- Uranidens, as Oberth calls them -- would in all probability make use of some means of suppressing the force of gravity. Such a means would follow the "field theory" and therefore would not require jets nor rockets nor would it be likely to bellow out THICK, BLACK SMOKE. I do not say that Uranidens would have to use "anti-gravity" propulsion systems in their discs, but it seems reasonable to think that such beings -- if they had overcome gravity (and interplanetary travel would seem to demand it) would prefer to use that superior system to the automatically obsoleted system of rocket reaction motors.

Edgar Sievers, author of "Flying Saucer Uber Sudafrika",* published in 1955 in South Africa by Sagittarius-Verlag, Pretoria, wrote a most revealing book containing many keys to the "UFO" riddle. The book, however, is written only in the German language as far as I know. In his book, Herr Sievers asserts that some thief (super-secret agent?) stole the secret plans for Herr Schriever's

flying disc, while he was in the Bavarian Forest in 1945, just four months after his successful flight demonstration of his saucer-shaped craft. Schriever himself didn't think the Russians had gotten the plans, but may have. One thing was sure. Somebody has spirited them away, right out from under his nose apparently. So you see, it is entirely possible that some independent organization had an agent swipe the plans for their own purposes. In that case, they would have had a terrific head-start in disc-building over any of the big nations who were still "looking" and could have secretly begun to manufacture discs in underground factories. Such Earth-built craft would logically, no matter how well concealed the builders might be, leave physical clues: noise, fire and smoke, according to our theory. And when we take a look at the record, it comes up that way in the following reports:

July 25, 1949, the Los Angeles Times:

WINGLESS FLAMING SKY MONSTER SEEN. -- Atlanta, July 24, (UP) Airline pilots reported tremendous aircraft SPEWING 40-FOOT STREAM OF FIRE from rear. The space ship had a luminous glow, like a giant fluorescent light which ran along the belly of the thing. It was going between 500 and 700 miles an hour.

February 2, 1950, the Los Angeles Daily Mirror:

FLAMES ACROSS THE SKY - TUCSON PILOT CHASES "DISK" Tucson, Ariz., Feb. 2 (AP) An Air Force base pilot, Davis Monthan chased an unidentified object in his B-29. He was unable to catch the object, which left a "LONG BLACK PLUME OF SMOKE" as it disappeared very rapidly behind a range of mountains. White Sands Proving Ground in New Mexico said that the object was not a rocket, because there had been no firing that day.

March 30, 1950, the New York Times:

MORE "FLYING SAUCERS" IN MEDITERRANEAN, ORIENT. London, March 29. Reports of objects in skies above the Mediterranean as looking like strange bodies emitting SMOKE TRAILS, moons with wakes of FIRE, like full moons. In Hong Kong three flying fireballs were reported.

July, 1952 , the Denver Post:

"SAUCER" WITH CREW OF 2 REPORTED Berlin, July 6. - (NANA-Kemnews) - Western intelligence officials are investigating the claim of a Russian zone political refugee, the former mayor of an east German town in Thuringia, who claims to have seen a flying saucer and

two members of its crew on the ground at close range in a forest in the Russian zone, three miles from the border of the U. S. zone.

The mayor, Oskar Linke, who was forced to flee from Eastern Germany to escape Communist persecution, today sat in his emergency home in Berlin's British sector and quietly described his experience.

Linke said: "It was an uncanny experience: I was returning home in the evening by motorcycle with my 11 -year old daughter in the side car when we glimpsed something shimmering white through the trees. We crept through the undergrowths, and to our amazement, saw a huge oval disk about 25 feet across lying on the ground in a clearing. It looked like a huge phosphores - cent warming pan without a handle. In the center was a square contraption, a sort of upper works which rose above the "saucer" like a top hat, and was slightly darker in color than the rest of the aluminum-like disc. Then, to our astonishment, we saw two figures who appeared to be wearing metallic overalls, approach the object. My daughter let out a scream when she saw them and the figures hastily entered it through a porthole on the top of the square upper works in the center.

PORTHOLES -

"It was then that we noticed also that the disc had two rows of circular portholes around its edge, about the size of ship's portholes. As we looked, the square upperworks began to retract and simultaneously the object started to rise slowly off the ground. We both noticed that a similar square-shaped base was emerging out of the bottom of the disc and apparently forcing it off the ground.

"Then the object began to rise slowly into the air. It rose to about a hundred feet, hovered for a moment, and then sped away out of sight."

His 11-year old daughter confirmed the story in detail: "I was so terrified I did not know what to do," she said. -- end of news item. ******

Now notice how much more detail a German newspaper reported at the same time, after interviewing Herr Oskar Linke:

Said Herr Linke: "It was a 50 foot saucer, like a large, oval warming pan". (NOTE: In the other news story, the saucer was said to be only 25 feet dia.)

"Round its sides were two rows of ports ... and a conning tower on top. 10

Round its sides were two rows of ports. . .and a conning tower on top, 10 feet high. Standing by it were two figures, one carrying breast-light, in shimmering metal dress, and bending down studying something on the ground. Hearing my daughter call from the road, the figures swiftly clambered up the sides of the object, vanished into the conning tower. . .A VIBRATION ROSE TO A ROAR, THE MACHINE ROTATED, and a device like a cylinder, on which the object had rested on the ground, receded into its body. Round it a RING BLAZED INTO FLAMES, AND ROTATED. IT WHISTLED over the tree tops and ascended in the direction of Stockheim, across the hills and woods. A shepherd, George Derbat saw it from a mile away. He thought it was a 'comet'. Also, a night watchman at a saw-mill saw it. Where the thing had rested was a depression in the soil. I never heard of saucers while I was in the Soviet Zone."

Students of the German saucer development will see at once that Oskar Linke's description of the saucer matches closely, with the single exception of a movable conning-tower, the tech details of the Schriever-Habermohl-Miethe flying discs. Nothing in the saucer description given by Herr Linke is outside of earthly technology! Thus, this craft--in my opinion--can quite readily be from the Lake Taymyr region of the Soviet Union, where, as we learned previously, the German scientist Habermohl was taken by the Russians in 1945. Note also that this sighting happened in the Soviet Zone of Germany. Remember that Schriever's plans for his flying disc were mysteriously stolen while he was in the Bavarian Forest of Germany.

Richard Ogden, director of APIC, (Aerial Phenomena Investigation Committee) has pointed out that in the September, 1960 issue of SIR magazine * Louis Prentice, British Intelligence agent, visited Russia's Rocket City and witnessed A SOVIET SAUCER. Details other than this are not available, however, 'Saucer' researchers in Sweden & Germany know these things.

October, 1952,

On the Western Korea front, United States fighting troops sighted six flying discs in the sky. These discs turned on edge at times (like the V-7) and appeared to be doing FIERY CARTWHEELS as they turned or rotated.

April, 1956,

Two circular, black saucers -- SMOKING,-- *i.e.* smoke or vapour exuded from top and bottom -- were sighted by Mr. Ernie Batson in the town of Shoreham, Sussex, England.

March, 1956,

Mr. Charles Bond saw a “BALL OF FIRE” flying over the town of Ipswich, England. Bond said that the object had “BLACK SMOKE BILLOWING FROM IT.”

September, 1957,

A small party of engineers sighted five flying saucers maneuvering in the French Alps. These discs were black, they rotated, and made a NOISE LIKE THAT OF A JET PLANE, although they were not conventional jets.

December, 1957 issue of SEARCH magazine, Ray Palmer, Editor., carried this news item in his “Mystery in the News” section:

“FLYING SAUCERS SEEN OVER AFRICA -- They’re seeing flying saucers again, this time over central Africa. (remember first flight path - M.) They are DISCS, HAVING FLAMING TAILS, AND GO LIKE SIXTY. (caps mine.M) Copper miners in six camps in the Kitwe region claim they have seen them. Some suspect nosy visitors from outerspace are looking in on uranium refining operations, begun in Rhodesia only recently.”

September 16, 1965,

Pretoria, South Africa. Two officers see a flying disc sitting on the highway, and describe it as using small rocket jets during vertical takeoff. The jets were FIERY, CAUSING FLAMES TO LEAP UP FROM THE ASPHALT ROAD. South Africa moved immediately to censor this incident. According to the Hon. Brinsley le Poer Trench, Editor of “Flying Saucer Review”, the South African Air Force has” A THICK FILE ON SAUCER SIGHTINGS IN SOUTH AFRICA.” The South African government is keeping all such reports, descriptions, etc., under security classification. Germans from Colonial times of 1914 still reside in former German-Southwest Africa, now held by South Africa. The capital there, Windhoek, is quite heavily German today.

October 10,1966,

Several persons told of “seeing pulsating lights and hearing NOISES LIKE JET ENGINES,” in the Monterey Bay area of California, according to AP. The area was shrouded by fog at the time, but nevertheless “a flurry of sightings of Unidentified Flying Objects was reported.”

July 8, 1966,

Dr. Frank E. Stranges, well known UFO researcher, reported confidentially to me that he had been shown a 50 foot diameter saucer of German manufacture,

in the close vicinity of Reno Municipal Airport in Nevada. “The ship WHINED LIKE A JET coming in for a landing,” he said. A full account of this experience is given in Chapter 9: “The Reno Contact”.

March 9, 1967,

A UFO sighted by scores of people in northwest Kansas, reportedly made SOUNDS LIKE A LARGE VACUUM CLEANER. A UPI news release stated that a Goodland, Kansas policeman reported seeing an object brilliantly white on the front, with red and amber lights on the sides,” ROARING LIKE A HUGE VACUUM CLEANER.”

The above items are just a small sampling of noisy, fiery, and oftimes smoky saucers sighted in recent years. Most UFO’s reported are soundless, or practically so, giving out a humming sound like the buzzing of bees. It is obvious that these craft use a DIFFERENT propulsion system, and therefore would have to be classified differently. In reviewing the above UFO reports, I am struck by one glaring FACT: Whoever is responsible for manufacturing all of these SMOKY SAUCERS seems to be only a few years ahead of Earth’s conventional technology... NOT CENTURIES. I know I have said this before, but it bears repeating. These saucers seem to be suffering from “GROWING PAINS” ! ! ! Instead of coming in on our world scene with a sophisticated technology already in FULL BLOOM, as we would expect an interplanetary race to do, they bring in craft that spew out “LONG BLACK PLUMES OF SMOKE”!

Mind you, I’m merely “smoking out smoky saucers”(ALL saucers aren’t smoky) to point out their possible connection with the little-known facts relative to the German developments of Flying Discs. Those discoveries were made between 1940-45.* In those years Germany had already taken the first steps in building Flying Discs and actually flew them successfully. During all these intervening years since then, WHOEVER STOLE SCHRIEVER’S PLANS AND DESIGNS has logically made improvements in disc-propulsion.

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* Ladenpreis 26s. (1955)

* The old history can only be used for tracing the origin of the Earth-made discs. New advancements would seem to be axiomatic. - M.

CHAPTER 9

The Reno Contact

DR. FRANK E. STRANGES

The following event took place at Reno, Nevada, during the UFO Convention held there on July 8-9-19, 1966. This three-day convention was sponsored by AFSCA,* under the directorship of Mr. Gabriel Green of Los Angeles. lt was the Third National convention for the organization, and was convened at the beautiful, recently constructed Centennial Coliseum.

AFSCA's convention included speeches by many of the leading researchers including Wayne Aho, Orfeo Angelucci, Dr. Frank Stranges, Dan Fry, Michael X. Barton, Lauro Mundo, George Van Tassel, Gabriel Green, and others.

Dr. Frank Stranges had flown in by plane, while I had driven up from Los Angeles. Being long-time acquaintances, Dr. Stranges and I had a habit of dining together during lunch and dinner breaks. That is how I happened to learn of a "saucer event" that definitely wasn't on the AFSCA program.

What happened on Friday morning, July 8, 1966, is best told by the individual directly involved in the experience, Dr. Stranges:

"I was preparing to leave the Motel and go over to the convention hall, when I received a message from Mr._____(whom I had never met) to the effect that I should be certain to meet him at the auditorium upon my arrival there. Following breakfast, I proceeded to the auditorium where I was met by this same gentleman.

"He stated briefly that he had been following my 'exploits' in the field of UFO research. He also stated that this was the first time he had ever spoken with a Minister who was open to the UFO phenomena. However, before we got too involved in our conversation, he cautioned me several times not to speak too loudly nor to react in any way, manner or form to anything unusual that he was about to reveal to me. (Note: I did not, at this point, feel that this man was an interplanetary alien. . .even though I had entertained this possibility because of his vast knowledge of outer space.) He stated that he had heard me speak on several occasions, and wanted to know whether or not I had anything further on the theory concerning, what he called 'German Saucers'. I quickly retorted that the sum of my knowledge was acquired from what I read in various books, magazines, etc., but that I had not possessed any information -- firsthand -- on that subject.

"He then requested that I repeat several items regarding the Helgoland (a small island which the Germans used as a U-boat base during WW-I.) incident whereby a disc-shaped vehicle crashed off of the German coast years ago. (This incident is recorded in Flying Saucerama, my first published book, on pages 79 to 83. Also, while at the UFO, Space and Science Congress in Mainz, West Germany this past November, this account was again verified by several people who lived in that immediate area when this strange and hushed-up incident took place. They stated that they wrote me at one time concerning the crash but their two-page letter was opened, several lines actually cut from the body of the letter and then returned to them without any explanation whatever from the postal authorities. I also took the time to ask their German postmaster in Mainz why something like this should occur. He merely answered by stating that he had no control over the actions of officials in high places in the German postal services.)

"At Reno, the gentleman and I continued to exchange views and ideas concerning the strange and unusual ramifications of the German element involved in the manufacturing of saucer-shaped craft. Insofar as I knew, Germany had stopped all such manufacturing at war's end in 1945.

"Suddenly, he said: 'Do you know, there will be a German saucer about one and a quarter miles from the control tower of the Reno Airport? It came in this morning.' (Note: Gabriel Green and others spotted a UFO in the Reno area on the previous evening, high above the Motel. Whether it was this one in question or not cannot be definitely determined.)

"I quickly said, 'Let's get a few fellows and go out there immediately.. if

I quickly said, 'Let's get a few fellows and go out there immediately.' It not sooner'. He said, 'No! This would not be right. We must go there by ourselves.' As we left the auditorium, at first I thought that he was really pulling a fast one. But I decided to go along with it to see just how far he would carry this 'story'!

"We then proceeded to take a taxi from the Auditorium and headed for the Reno Airport. On the way, very little was said by either of us. He continued to look out his side of the taxi muttering words to himself.

"We stopped at the Airport and walked to an area not too far from the main control tower. As we trudged along the dusty road, we approached an area that rose slightly and then dropped into what appeared to be a shallow ravine. To my great surprise (because I had really begun to wonder about this man) HERE WAS A SAUCER-SHAPED CRAFT SITTING ON THE GROUND IN THIS DEEP RAVINE.

"He walked in front of me as boldly as if he owned the ship. It did not glisten but was rather dull, yet metallic. The closest that I can describe the ship was that it looked like the UFO photo in my book (Saucerama), namely the one taken as part of the South Africa series.

"The saucer looked to be fifty feet or more in diameter. It had a large rim, (possibly this could be called outer wheel) and there were three ladder-type steps leading into the opening. The door did not swing out but slid to one side, right to left. In the doorway a man appeared. He had a deep scar* on his cheek. His eyes were dark and his eyebrows very heavy. . .bushy. His clothes were not neat nor pressed but rather the type one would wear around the house when not expecting company. At least this is the impression that I received.

"There was a brief exchange of German between my companion and the occupant of the saucer, of this I am positive. I thought about this over and over again and through my subconscious. The saucer pilot was pathetically attempting to induce my friend to purchase food for him. He had American money in his hand.

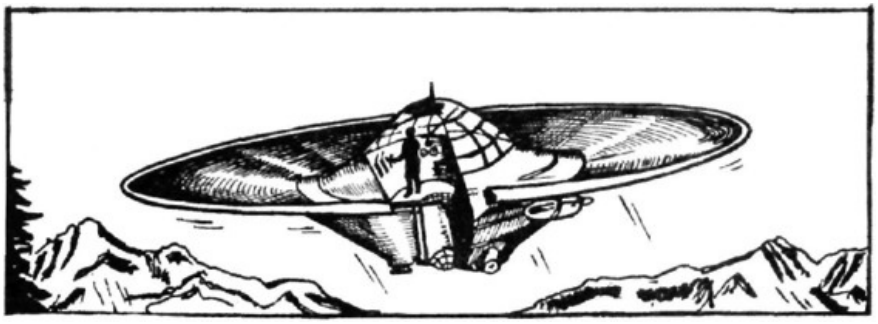
"There was no mention whatever about our coming aboard.

"They continued to speak in German and I concluded that they both were growing very impatient. The man on board the ship was making very pathetic gestures and his expressions sounded like he was really desperate. All the while

he talked, his eyes watched the sky like a hawk.

"Suddenly, he looked straight ahead of him, and waved us off. The door slid shut. I heard a hissing sound similar to that of equipment run by hydraulic power. My companion turned around as I did and we saw, in the distance, a flashing red light, which later proved to be a police car.

"He jumped back into the other part of the ravine. So did I. The ship WHINED LIKE A JET PLANE coming in for a landing. THE OUTER RIM REVOLVED and kicked up the dust, dirt, gravel, etc., all around us! I went sliding down deep into the ravine ! The saucer left the ground swiftly. However, there was an intense vibration when it started, and a moment when it seemed to tremble, but only for a moment. It then shot over TOWARD the control tower and continued on out of sight. Meanwhile, my clothing was all dirty, my shoes were all scuffed up as we both hid down low when the police car passed by us. We remained there until the coast was clear'. I then went with him toward the Airport, desiring to stop in the men's room in an effort to clean up. But he stated that we should 'get the hell out of that area', and I would be able to clean up later at either the Motel or at the Convention Center.



"Because I had no one to look after the book table, I decided to go back to the Convention hall. I WAS INFORMED THAT UNDER NO CIRCUMSTANCES WAS I EVER TO REVEAL HIS IDENTITY. He did not state that I should tell this account, nor did he say that I should not do so. There is no way for me to supply anyone with positive proof of this experience, and I can only report to the sequence of action as it did, in all fact, happen.

"Result, I am convinced that this craft was manufactured here on this planet by several ingenious Germans who may have control of a Saucer but would probably trade it for a plate of my wife's spaghetti."

COMMENTS: Dr. Stranges returned to his book table shortly before the twelve o'clock lunch break. My wife and I

observed him as he came in and sat down behind the table. His expression was strange... almost as if he were either in a state of deep thought or . . . shock. It seemed like he wanted to speak about something but dared not. I sensed that something serious must have happened to Frank, for he hardly seemed to notice the crowd of people who stopped by his book table to look at the books.

When noontime came, Frank Stranges came over to my table and invited me to join him at lunch at the nearby restaurant. The two of us walked past the field adjacent to the Centennial Coliseum, and went into the eating place. “What is it?” I inquired, “What’s wrong?”

He and I sat down at a booth. Then he looked me soberly in the eye and in hushed tones stated that something incredible had just happened to him and it would explain why he had been “missing” all morning. Then he told me the adventure wherein he first contacted the German gentleman, and then went with him to see the German ‘saucer’ and its pilot. All the while Frank was talking about this, I made a nuisance of myself by stopping him every few sentences for the purpose of making him swear a holy oath that every word he was telling me about this experience was TRUE FACT, AND NOT IN ANY WAY MERELY A WILD DAYDREAM OR FLIGHT OF FANCY. He so swore.

Dr. and Mrs. Stranges visit with Miss Hannalore Tisher at Mainz, West Germany, during Convention.

He then called my attention to his clothing. I noticed that his suit was very dusty, and considerably rumpled. His shoes were abnormally dirty and scuffed. It looked to me as if he had fallen down somewhere. After the Convention ended, Dr. Frank Stranges, my wife Violet, and I drove back to Los Angeles in my car. All the way back, we could speak of nothing but this “contact” Frank had had with a German craft. I tried my best to shake his story, without success.. he was, and still is, unswerving.

Gabriel Green did not, at that time, know of this event. However, he and several other persons had sighted UFO’s the night before the convention began. The Nevada State Journal on Monday, July 11th, 1966, reported the sighting in Green’s own words: “On the night of my arrival I sighted a dark, circular, slow moving object over the Reno Airport and it flew slowly over with a jerky sort of motion, bobbing up and down.”

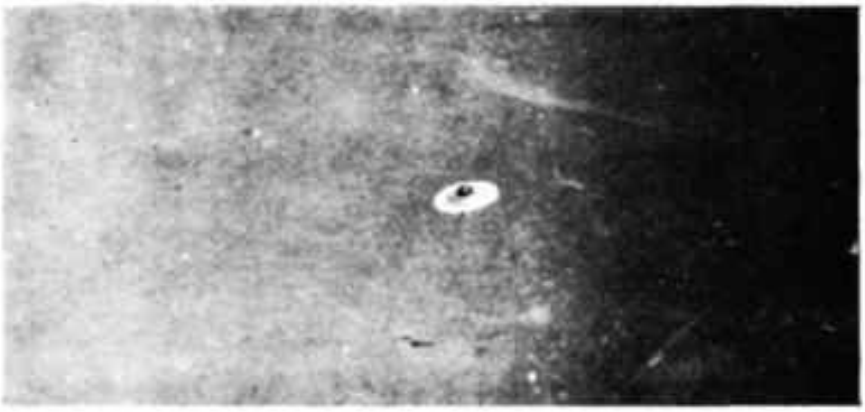
In my judgment, this is more than just a nice science-fiction tale, for as I

In my judgment, this is more than just a nice science-fiction tale, for as I have mentioned, Dr. Stranges did swear to the truth of the story, and did appear at that time to have received one of the most “unexpected surprises” of his career.

There is, furthermore, some evidence that seems to corroborate the story. However, I have enough respect for the intelligence of my reading audience to be content simply to present all of the available evidence, whatever it might be, and then allow you to draw your own conclusions. We are touching upon an area here in which it is exceedingly probable that we could really be “knowing too much about flying saucers” (with credit--ha!--to Gray Barker for the line), and may almost qualify for a visit from “the three men in black”. But that is how these things go, sometimes, and what is real as regards flying discs is likely to remain so, however much it may surprise us.

★★★★★★★

This photo (and the three on next page) were taken by a pilot of the South Africa Air Force, over Johannesburg.



These are some of the most revealing, detailed photos ever taken of a Flying Disc. Photos by August Roberts.

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* Amalgamated Flying Saucer Clubs of America.
* The deep scar had been caused by an accidental explosion which occurred when this German pilot was developing a powerful new fuel.

CHAPTER 10

How to Fly Discs – Klaas

Every technically interested person has read about the widely-reported UFO's or "flying saucers". And no doubt the reader of such reports has wondered how these often described flight maneuvers are executed, and - in what position pilots would have to be, physically, in order to be able to withstand such extreme pressures (G's) exerted upon their bodies.

Now, with flying saucers, or better expressed, flying discs, one must first deviate from the ordinary thinking regarding such things.

Above all, one should not compare the movements, steering processes, or motive powers of a disc with anything that we have hitherto seen in standard flying machines. And especially we should not compare discs with any of the faster-than-sound jet fighters, even of most modern types.

Have you observed that, with "space craft" pilots, the natural body positions of reclining or lying-down are the call of the hour? In manned rocket flights the initial pressures at start and acceleration are immense -- but are caught up by body-shaped reclining seats or tubs, which place the body of the pilots in a better condition to absorb the shocks.

There have been tests galore regarding the best position in which the pilot should sit or lie-down, and the result after such tests was a reclining position. Some ten years ago, or more, it was customary to lie on the stomach for such maneuvers, but in the meantime, as shown in the Soviet Union and the USA, the best position for pilots is the one they use in their space capsules. Since the reasons are generally known, we need not restate them here.

But how is it now with those flying discs? Here you must first differentiate among the so-called "Peters with use of counter-revolution-moments", "Jet

among the so-called "Rotors with use of counter-revolution-moments", "Jet Rotors", and the actual "Flying Discs".

The first two categories possess a Four-wing rotor for flight-and-pull-screw operations. By more or less manipulating the wing-areas, in connection with the inclinations of the machine, one can attain VERTICAL STARTS, as well as DIAGONAL STARTS from the ground up. To change the direction of the craft into HORIZONTAL FLIGHT at once, you must accordingly change positions of the wing areas PLUS you must also change the flying position of your own physical body.

You would thereby attain promptly (with very modern auxiliary equipment) SPEEDS UP TO MACH-6, AND EVEN MORE. But then absolutely electronic navigation and steering facilities have to be employed, including AUTOMATIC STABILIZATION! Experiences and tests in the USA, as well as in Russia, with the aid of simulators, have shown that not every pilot is able to withstand all those pressures at times. He is also burdened with having to cope with the situations that may result from such pressures. To relieve the pilot from excessive stress it was only natural that "instruments" of electronic or computer abilities would perform some of the pilot's duties.

Fatal accidents, which were kept strictly secret, have proved that only a "normal" human body in good health will be able to perform flight duties such as we have mentioned. Admittedly, rigorous training and education will improve a pilot's performance and ability through making him accustomed to strenuous efforts and accomplishments ; but as yet the human body is NOT a machine ! ! But now back to the <u>flight conditions of</u> modern flying discs.

I have bundled together, because of the principle involved in the almost similar conditions, the Rotor Discs and Flying Discs in one and the same discussion. The accompanying sketches illustrate the "conditions and requirements for flight of such a flying disc" in a pictorial manner, in which there are two technical pre-considerations:

(1) <u>Solidly resting (lying-down) pilots</u> having a clear view of the flight direction. This normal body position is technically simple and is sufficient up to Mach 3-4. The flight disc itself, regardless of whether it be a rotor or a full-jet propelled disc (Coanda-Effect is used in all manner of vertical or horizontal movement) must be equipped with properly fashioned rear end steering fins. Every disc surface can be placed in a VERTICAL POSITION by employing the

front jets, and at times the side auxiliary jets, to let them stretch almost like a rectangle on all sides.

Here are the immense advantages in the steering of a flying disc as compared with standard flying machines of all types: ANY HITHERTO USED FLIGHT FIGURES CAN BE EXECUTED MUCH BETTER THIS WAY. IN ALL CASES THE START PRESSURES WILL AFFECT THE PILOTS VERY MUCH LESS THAN IN CONVENTIONAL AIRCRAFT. As we all realize, there are similar forces in action in a disc, as we find in all “manned spaceships”.

(2) Rotating Pilot-bedding! Here lie the pilots in their position, and also the “technicians” in “tubs”, which are mounted on some sort of rotating pivot or other equipment. The tubs must be able to rotate up to 180 degrees.

In this connection are specially formed “service desks” which must be placed at an easy-to-reach height above pilots and technicians, and mounted accordingly, which must include some panorama mirror or monitors. I am sure you realize that such fully electronic installations can only be possible with huge Flying Discs that have FULL-JET MOTIVE POWER. Flying discs of from 45 meters up to 70 meters in diameter, and smaller discs starting at 14 meters diameter, because of the normal airpressures can be flown by one or two pilots, irrespective of the shape of the disc.

I remind you here of the lectures about aerodynamic conditions, which were given earlier by Prof. Dr. Hermann Oberth.

The construction of Rotor Flying Discs -- with or without use of the counter-revolution-moment -- is simpler than one thinks. The most outstanding difficulty: The precisest debugged location of the rotor, which must rotate about the cabin sections. These difficulties were present with the experts Habermohl and Miethe!! And they will be present with others, although today they can much better form and install the “protection rim” on the outer end of the disc. My own model tests in 1941, and later, have proved this to me.

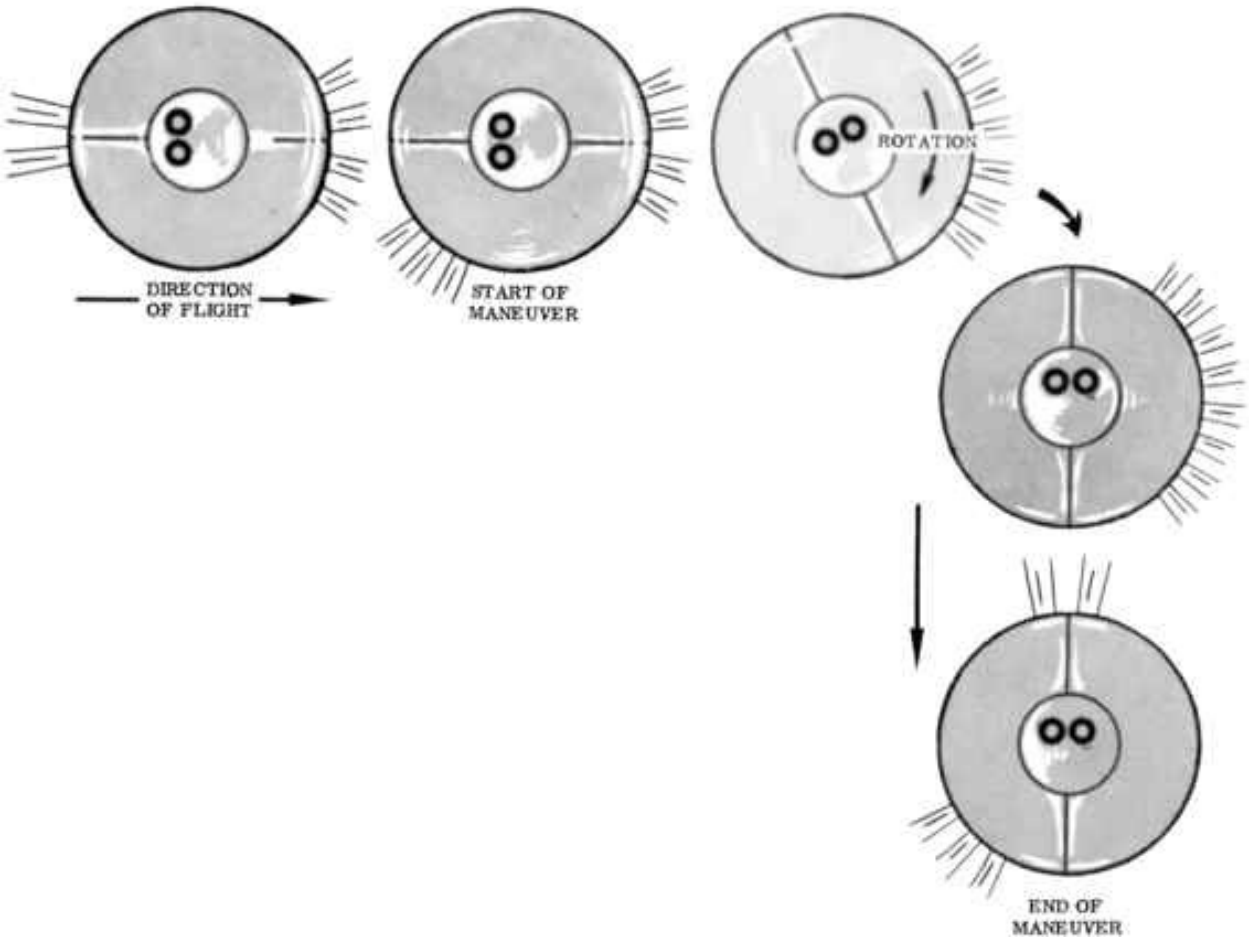
During those tests, I discovered that one does not need very much revolution momentum, no changeable wings, inasmuch as one can support the disc by the simpler use of the counter-revolution-moment via guided exhaust gases to the ends of the flight wings. The lift effect is also enhanced by the draw-propeller’s AIRSTOWING ACTION, and also by the angled jets on the flight wings.

TIPS FOR MODEL BUILDERS

May I call the model builder's attention to today's special fast-running model motor one can use to fully effect the "Counter-Revolution-Moment", and at the same time the accordingly situated Vertical Screw (Propeller) can be used as "Carrying Screw" Flight Wing Propeller, and that with remote controls or captive flights. By the former, the diameter should be at least 2 meters, taking into consideration the counter weights. Total over-all weight, wing area, speed of flight must be considered more with the disc models than with ordinary models. Perfect "debugging" is essential. !!

Another pointer: The "flightline" of such free-flying models in discus lines is parallel to helicopters. Whoever can direct and guide the exhaust gases, so that they come from the jet into the wing ends, impacting the propellers at a respective angle (strengthened by the part radiation-air from the pull propellers) gains a double effect and conserves fuel stuff.

All is possible, one must only know how. And one must have money with which to build. With these necessities, you can build Flying Discs !



FLIGHT FIGURES: Modern Flight Discs with Full Jet Motivation.

Since the pilots are bedded in a reclining Tub, it must be swung sidewards, Kardan-style, about 100-110 degrees to allow takeoff pressure absorption. This process can be coupled with the steering jets connected to electro-automatic equipment, but can be manually operated up to speeds of Mach-1, 2, and can be accelerated up to Mach-3 conceiveably with same manual steering.

(1) In normal flight, operate brake-jet-group in front, while stopping the rear jets. (2) Beginning of Right Turn: Right rear side jets on for push, brake jets on full power. Tub elevates itself left. (3) When turn of about 40-60 degrees is attained, the front jets must stop operating. Stop rear right side jets. Start left front side jets and fan more of them on as disc turns. Leave left side jets operate continuously until (4) is reached. Now set Tub high to absorb pressure of power acceleration. (5) Stabilize disc for normal forward flight with a sporadic right side jet push and accompany this with full rear jet push.

Left Turn analogous. Turns, Roll or Hairpin Curves etc., must all be navigated accordingly. At Vertical Start: All jets pointed downwards about 55 degrees, for producing the Coanda-Effect, and the pressure-mass below the disc. The technicians in the lower cove have the same type of absorption tubs, in which they must sit or lie-down in advance of sudden maneuvers of flight.

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CHAPTER 11

SECRET SAUCER DRIVE

TOP SECRET SPECIAL

This article first appeared in the book: "UFO's Uncensored", published by Facts Uncensored Publishing Co., Hollywood, Calif. We reprint it with their permission and Introduction.

Editor's note: Rising to the stars on a "towering pillar of flame" at one time seemed to be man's destiny in the space age.

But along with the "towering pillar of flame" goes the body-breaking "G", the extreme weight and the explosive hazard of rocket fuel, and the unbearably high temperatures of escape and re-entry velocities. (The escape velocity for a space flight is about 25, 000 mph).

From the beginning of our space project it was clear that man was going about it in the wrong way. Still, with no better method to rely upon, and the burning fever inside his brain to explore the limitless depths of outer space, man forged ahead with his primitive "stone-age of space" tools.

Ever since pilot Kenneth Arnold made the "original" UFO report to the Air Force's project "Bluebook" of the 'saucer' he spotted on June 24, 1947, many scientists have been sure of the existence of a better means of space propulsion than the rocket.

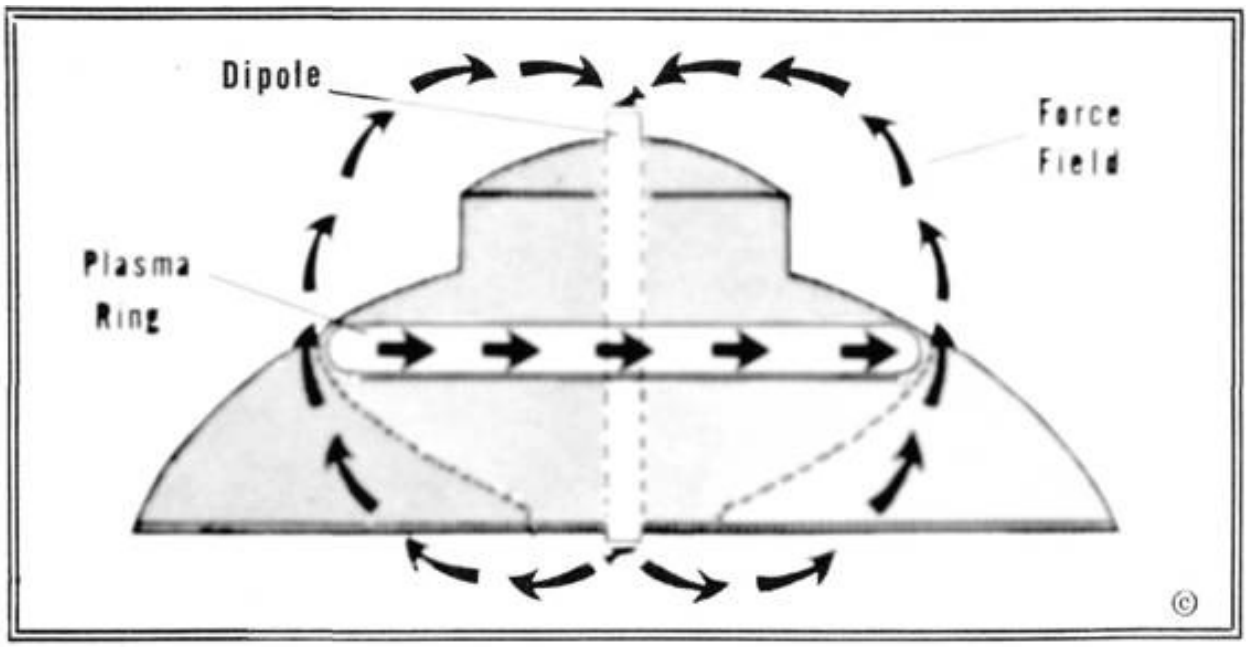
From many available reports, saucers move silently, rise with an oscillating motion somewhat like a leaf being carried aloft by a breeze, and can apparently

motion somewhat like a leaf being carried aloft by a breeze, and can apparently make extremely high-speed right-angle turns without exerting any excessive “G” force on the occupants. Obviously the “visitors” from another world have harnessed the forces of mass and gravity.

The United States Government is well aware of these facts. And regardless of what they might put out publicly there are currently underway no less than fourteen government-sponsored “anti-gravity” research programs, and probably a great many more.

Many methods have come under the close scrutiny of scientists. An electrostatic drive has been developed which will operate in the laboratory, but is as yet not efficient enough to lift the weight of its own power supply.

One of the most recent announcements in the newspapers was the search for a method of producing electrical power from hydromagnetic plasma. * While some headway has been announced, scientists are purported to have been unable to contain the plasma once it has been “excited” by a laser gun.



Michael X. Barton, well known author and UFO researcher, feels that scientists know considerably more than they are telling. After many months of research in which he examined pertinent documents not only from this country, but from Germany and Russia also, Barton pieced the story together. And from the facts presented herein, it looks like the well-known “plasma ships” long proclaimed by many UFOlogists are more fact than fiction. Here is his report on

the SECRET SAUCER DRIVE:

CONFIDENTIAL

The processes involved in hydromagnetic plasma are important to all the nations of Earth because every nation is looking for the perfect propellant for space ships, and the “Plasma Propulsion System” may be the perfect answer.

Not only would a superior motive system give earthly governments vastly more efficient capability for air and space defense, but it would also give man interplanetary spaceflight capability beyond his wildest dreams.

In spite of the secrecy that surrounds this area of research, a significant amount of vital data directly related to the secret saucer drive continues to leak out through scientific journals not only in the United States, but also in Europe and the USSR. Interest seems to be accelerating in this special kind of research -- it is “gravity research” essentially -- since it shows promise of leading us to the invention of the true “G-engine”. A Gravity-engine could effectively enable us to overcome the influence of gravity upon a space ship, and even motivate the ship by controlling gravity. Results achieved already in gravity-research have been impressive enough to warrant a “highly classified” status.

This field of science is far ahead of rocketry. It’s on an entirely different and higher level. In some ways it is far less complicated and certainly far safer, once the basic problems are mastered. So if you have a mind that enjoys the beauty and power of simplicity, the “G-engine” concept will provide you with a most exciting challenge.

On July 7, 1947, Mr. D.W. Chase, a radar technician of Phoenix, Oregon, sighted a “flying saucer” for the first time, five miles south of Medford, Oregon. He reported the sighting to the well-known U.S. magazine, TRUE: “I saw it for 70 seconds ‘till it vanished over the horizon. The air was clear and the saucer edge-wise. The large surface area was either reflecting, or giving off a tremendous amount of light. . .the color of an arc welder’s bright blue light... reminding me of the reflections from the facets of a diamond under a brilliant light.

“The course that the saucer took was over a terrain that has small hills and mountains, from 500 to 1,000 feet high. In watching the saucer, I had the impression that it was flying the contour of the terrain... and bobbing up and

down, not in a steady rhythm, but with variations, as if it were repelled away from the Earth, and that the difference in the height of the terrain made a difference in the altitude of the saucer."

H.T. Wilkins, UFOlogist, in his book "Flying Saucers on the Moon", referred to Mr. Chase's sighting, and added Mr. Chase's hypothesis that the saucer was flying on SOME SYSTEM OF GRAVITY PROPULSION:*

"The saucers are powered by some type of force field that has a direct effect on gravity, so that the force of gravity can be used to draw the saucer to, or repel it from, the Earth. They get the power that keeps this field of force in action by setting themselves up as a sort of rotor... in the Earth's magnetic field. . ."

UFOlogists who have had firsthand experience with UFO's (I have seen them a number of times at fairly close range) are quick to admit that the pilots of the flying discs obviously know a good deal more about the secrets of "anti-gravity" than we do ; and the more scientific-minded of the researchers point to a most astounding principle code-named "MHD".

Spelled out, MHD means "MagnetoHydroDynamics". Take ordinary hydrogen gas particles, flow an electric current through the gas, and you will find that a strong magnetic field has been generated around the gas. This magnetic field is like a "harness" It compresses and pinches the gas, heating it to a high degree of temperature. This is called the "pinch effect". The result of this compression and heat is a unique gaseous material known as "hydromagnetic plasma". It is the very heart of the "G-engine".

In building a G-engine however, it has been found more efficient to apply a rapidly pulsating magnetic field around the hydrogen gas rather than to depend on the so-called pinch effect to heat the gas. This magnetic field or harness must be specially shaped to confine the plasma and prevent it from leaking, since it is now known that plasma acts more like a liquid than a "gas".

Scientists have experimented with two basic shapes for the magnetic harness. One is the magnetic "bottle" shape. The other is the "doughnut" shape, or "torus" ring. For a flying disc, the latter type of harness is best.

Now the idea is to further heat up the plasma, and excite it into terrific motion. This may be done by firing a laser gun into the hydrogen gas. It is already proved that under special conditions, you could accelerate the plasma to

the incredible velocity of 500,000 mph, and doubtless even faster! It all depends on how well (and for how long) you are able to confine the plasma, for in tests the scientists find that plasma, when accelerated, leaks a thousand times worse than they expected.

Obviously, there is a way to confine the plasma (even under severest acceleration by laser) indefinitely. That is a foregone conclusion if we assume that some UFO's are using a secret saucer drive, a G-engine, whereby they can fly at fantastic speeds, make right-angle turns and not feel any stress, and make interplanetary journeys without worrying about "fuel" problems !

It is a known scientific fact that an accelerated plasma gas will produce a force field that actually does have an effect on gravitation. This is the KEY, say UFOlogists, to the development of a "G-engine Saucer Drive".

THE SECRET SAUCER DRIVE is built around the concept of a hollow, doughnut-shaped magnetic field -- like a hollow tube -- which you fill with hydrogen gas. As acceleration via laser is stepped up, the plasma assumes a very special form -- the critical form. It now begins racing around the inside of the tube like a cat chasing its own tail but never quite catching up to it.

As acceleration increases further, fantastic quantities of electrons are produced in the plasma and are directed out of the tube along special channels, the principal one being the magnetic pole in the center of the dish-shaped spacecraft. You have now produced "thermonuclear energy"-- electricity from magnetic plasma. You've tapped power from the hydrogen atoms ! ! ! Now the action becomes phenomenal. Electro-magnetic particles flow out of the pole into space, instantly ionizing the molecules of air around the craft.

In daylight, a hazy light may result from this ionization. At night, the "saucer" will appear to glow. Quite naturally, the energy will produce an Electro-Magnetic Field (or EMF-shield) around the plasma ship, as the lines of force of the emission will, upon outflowing one end of the pole, immediately bend around in a curved arc and re-enter the other end of the pole, .*

During the creation of the immensely powerful energy in the plasma tube, an independent gravitational or G-field manifests itself around the craft as well as inside the vehicle. It is this independent field that protects the pilots or passengers in the ship from any kind of "G"-stresses whatsoever ! Such a G-field is due to a deficit of "Cosmic Rain" from OUTSIDE of the craft.

This “Cosmic Rain” is in reality energy... in the form of photons, quanta cosmic rays, etc., which are stopped and absorbed by the Earth. Electrical engineer Hugh A. Brown, of Douglaston, N. Y., calls this the DRAG of gravity, and says that these unseen forces, rushing toward the Earth, can carry a stone along with them, but that the stone has no reciprocal power to attract the Earth to itself. It is a case of PUSH instead of PULL!

The minds that figured out such a marvelous thing as “field propulsion” for spacecraft must have understood that gravity is the result of a “push” instead of a “pull”. They realized we are in an expanding universe. Celestial bodies are NOT coming together by mutual attraction of masses ; they are rushing away from each other ! The only thing that really keeps physical and material objects held down to planet Earth, so they don’t suddenly fly off into deep space, is the constant pressure of the Cosmic Rain. The Earth itself is acting as a SHIELD to that Energy, and we call this shield effect “gravity”.

This clues us to the fundamental secret of the saucer’s propulsion system. They have learned how to produce their own independent gravity or G-field.

To grasp this secret -- and it’s really simple as pie -- we must cast out of our minds the obsolete and useless notion that gravity is an “attractive” force, wherein bigger bodies “attract” smaller bodies by some innate gravity principle. The fact is, no such law exists. Hugh A, Brown, engineer of Douglaston, New York, has emphatically refuted the theory of attraction of masses for each other. Brown quotes Sir Isaac Newton’s first law of motion: “A body at rest or in motion will continue in a state of rest or motion unless acted upon by some OUTSIDE force.”

Newton wrote: “I desire you would NOT attribute <u>innate gravity</u> to me... that gravity should be innate. . .is to me so great an absurdity. . .that no competent thinker can fall into it.” Again he wrote, “If anyone should explain gravity and all its laws by some subtle medium... I should by no means oppose it”. Some subtle medium is a synonymous term for electrical phenomena, according to Mr. Brown, and includes the continuous RAIN OF ENERGY from celestial space.

Let us now consider two examples of how a “G-field” may be produced by a deficit or “shortage” of this continuous Energy Rain.

A simple example (previously noted) is that of the Earth, the mass of

which is absorbing and actually stopping a considerable amount of those Cosmic Particles from pushing your physical body from below. Therefore, the unobstructed rain of energy particles from above you -- pushes you towards the Earth. But if you were out in deep space, away from the shield effect of the Earth, the cosmic particles would impact upon your body from all directions equally, and you would then be absolutely weightless.

A second example would be to generate an independent source of high-energy elements (via hydromagnetic plasma), so that you could successfully counter-balance the incessant PUSH of energy elements present in space.

In deep space far out of range of planetary bodies, the space pilot has no great need to "cancel mass" (make the craft weightless); but whenever he nears a planet he MUST CANCEL MASS or be pushed into the planet by the relentless impacts of celestial energy bombardment. To keep from crashing thus, he "accelerates the plasma" to the proper velocity, and makes other adjustments to bring a balancing of the G-forces of planet and ship.

The idea is simply to get gravity out of the way -- attain zero-gravity --so that it is no longer a problem to reckon with. Then the spacecraft can move at literally incredible speeds with only a tiny amount of fuel supplied from within the ship, since the ship can then glide along the magnetic lines of force which radiate out from planets, suns, *etc.* *

That "bobbing" effect observed in the saucer by Mr. Chase was due to the fact that the force of gravity VARIES by small amounts at different locations on the surface of the Earth. This fact, by the way, has led scientists to chart the Earth's surface for G-variations, and to make "gravity maps" on which they are indicating the results of such charting.

A propulsion or motion is given to the saucer by varying the intensity of the force-fields produced by the G-engine. The G-field controls the VERTICAL motion by causing the ship to instantly move towards or away from the nearest planet. The Electro-magnetic field (by being bent or warped) controls the HORIZONTAL motion.

By now it seems clear that there is something beyond the jet principle -- namely, the "field-drive" principle, by which flying discs can be propelled at much greater speeds and at less cost since this system uses "gravity" as the basic "push" force. There is also a glamour side to this system. In addition to super-

velocity, an independent G-field, and instant maneuverability, the secret saucer drive offers another bonus: INVISIBILITY.

The craft itself is a physical, material object. Make no mistake about that. Yet it could be made to vanish from your physical vision in seconds, simply by varying the density of the force-field around the ship. Turn a single small dial, like the rheostat dial on your radio, and the magic is done. Only this dial is on the instrument panel of the flying disc and technically it's known as the variable amplifier of the field strength.

"A fact which is not so well known," writes Daniel W. Fry in an issue of SAUCERS magazine, "was clearly stated in the late Dr. Einstein's first principle of special relativity. This fact is that light CURVES in passing through such a field (of electromagnetism). If the field about a craft is made sufficiently INTENSE, the light will flow completely around it, as water flows around a rock in a stream. Since, under these circumstances, it would reflect no light in any direction, it would be COMPLETELY INVISIBLE TO THE EYE, and also to the radarscope, even though it were still present and still material. This fact also explains why these craft frequently appear to change size or shape while maneuvering."

On May 29, 1919, Einstein found, during a full eclipse of the sun, that light rays of distant stars were bent by the electro-magnetic field of the sun.

While this concept of spaceships appearing and disappearing at will, showing themselves visibly at times and then at other times intentionally evading detection by radar or human sight, tends to stagger the imagination of Earthlings. .. it can't safely be ignored or dismissed. Earth's skies may at times be literally full of alien space ships we can't even see. Just because we are unable to see them or spot them on radarscopes, is now no real assurance that they are not there. The invisibility principle (called the "Bateman Effect") could explain how alien visitors could slip into our atmosphere unnoticed, look us over and leave as they please. Earth-built saucers might also be using a similar system, hopefully with non-military motivations. But only time will really tell. The Plasma Ships using the SECRET SAUCER DRIVE could take us to the stars, to the furthest reaches of our galaxy... IF we are sensible and sane enough to use this power-system for peaceful purposes. But the same ships with the same power could also furnish Earthmen with the kind of super weapon that could make Earthlife (and outer space) an inconceivable HELL. Major Donald E. Keyhoe, in his revealing book, The Flying Saucers are Real, voiced his

emphatic belief that the secret of the space ship's power is more important than even the hydrogen bomb. In his opinion, this very POWER we have been talking about, may someday be the key to the fate of this world. And so it may ! ! !

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* Hydrogen gas particles heated and compressed by a pulsating magnetic field.
* This coincides precisely with the view of Prof. Oberth.
* It is a dipole, one end is plus + and the other end (-) negative. Negative seeks the positive.
* The entire universe is interwoven with magnetic fields of planets and stars. By proper selection of those fields, we could navigate our spaceship either within the earth's magnetic field, or outside in space.

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